ENVIRONMENTAL IMPACT REPORT

CITY AND COUNTY OF SAN FRANCISCO PLANNING DEPARTMENT

450 Rhode Island Street Project
17th and Rhode Island Streets
Grocery Store Special Use Subdistrict

99.410E
2003.0038E

◆

Supplemental EIR Publication Date: April 19, 2003
Supplemental EIR Public Hearing Date: May 22, 2003
Supplemental EIR Publication Comment Period: April 19 –May 27, 2003

Written comments on this document should be sent to:
Paul E. Maltzer
Environmental Review Officer
San Francisco Planning Department
1660 Mission Street, San Francisco CA 94103

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I. SUMMARY

A. INTRODUCTION

This document is a Supplemental Environmental Impact Report (SEIR) prepared in accordance with the California Environmental Quality Act (CEQA) for the revised proposed 450 Rhode Island Street project including rezoning of the project site from M-1 (Light Industrial) zoning to NC-3 (Moderate-Scale Neighborhood Commercial) zoning, creation of the 17th and Rhode Island Street Grocery Store Special Use Subdistrict (Grocery Store SUD), and construction of approximately 204,800 square feet of mixed-use residential and retail space with accessory parking.

On October 5, 2000, a Final Environmental Impact Report (FEIR) was certified for a four-story building providing 313,000 square feet of multimedia space and two levels of underground parking at 450 Rhode Island Street. Pursuant to Sections 15162 and 15163 of the *CEQA Guidelines*, a supplement to an EIR may be prepared when substantial changes are proposed in the project and/or substantial changes have occurred with respect to circumstances under which the project would be undertaken, but "only minor additions or changes would be necessary to make the FEIR adequately apply to the project in the changed situation." Since certification, the project has changed from a business service/multimedia project to a mixed-use residential/retail development including rezoning and creation of the Grocery Store SUD. This EIR is a supplement to the FEIR and analyzes the impacts of the rezoning, and Grocery Store SUD, and development project currently proposed. This SEIR refers to the proposed revised project as "the project," and to the original project analyzed in the FEIR as "the original project."

B. PROJECT DESCRIPTION

The project currently proposed would entail rezoning of the project site to NC-3 (Moderate-Scale Neighborhood Commercial) and Grocery Store SUD and construction of a five-story building containing approximately 204,800 square feet of mixed-use residential and retail/commercial space, plus accessory parking, at 450 Rhode Island Street, on the block bounded by Rhode Island, 17th, Kansas, and Mariposa Streets. The project site is on Assessor's Block 3978, Lot 1, which is currently vacant (the previous 85,000-square-foot auto service center building was demolished pursuant to the prior project approval). The site was previously approved for development of a 313,000-square-foot business services/

multimedia building. A.F. Evans Development, Inc., a new project sponsor, proposes approximately 168 residential units, about 4,000 square feet of retail space, approximately 34,500 square feet of grocery store space (including liquor, beer and wine sales), and a parking garage for approximately 323 independently accessible self-park spaces occupying approximately 117,000 square feet.

Following completion and certification of the Final SEIR, the project would require the following approvals:

- An Amendment to Section Maps 8 and 8SU of the Zoning Map of the City and County of San Francisco to rezone the project site from M-1 to NC-3 and the Grocery Store SUD by the Board of Supervisors.
- An Amendment to the *Planning Code* to create the Grocery Store SUD by the Board of Supervisors (proposed *Planning Code* Section 781.10).
- Assuming NC-3 zoning with the Grocery Store SUD overlay, the proposed revised project would require Conditional Use authorization from the San Francisco Planning Commission for the revised project, including a public hearing, pursuant to the *Planning Code* Sections 303 and 121.1 (for the development of a site in excess 10,000 square feet), Section 121.2 (for a retail space in excess of 6,000 square feet), and proposed Section 781.10 (liquor store as integral element of grocery store).
- Approval by the Planning Commission for a Planned Unit Development (PUD), pursuant to Section 304 of the *Planning Code*, for residential density, rear yard modification and a minor modification of the method of measuring height. Consideration of a revised project as a PUD is permitted for sites greater than one-half acre in size. Planned Unit Developments require Conditional Use authorization from the City Planning Commission, including a public hearing, pursuant to Section 303 of the *Planning Code.*
- Department of Public Works approval for curb cuts on 17th and Rhode Island Streets.
- Department of Building Inspection approval of the building permit application.

C. MAIN ENVIRONMENTAL EFFECTS

This environmental impact report for the project focuses on the issue of transportation. All other potential environmental effects were found to be at a less-than-significant level or to be mitigated to a less-than-significant level with mitigation measures to be implemented by the project sponsor. (Please see the Initial Study, included in this document as Appendix A, for analysis of other environmental issues.) In addition, this environmental impact report discusses land use and visual quality for informational purposes, although these impacts were found to be less-than-significant in the Initial Study. A section on growth inducement is also included.

Land Use, Zoning and General Plan Consistency (page 35)

The project site is within an M-1 (Light Industrial) District and a 40-X Height and Bulk District. The San Francisco *Planning Code* indicates that the M-1 District accommodates wholesaling and business services, office, retail and some light manufacturing and processing. In recognition of the potentially adverse effects of industrial uses and the proximity of industrial districts to residential and other commercial areas, standards are imposed as to enclosure within buildings and screening of outdoor uses. Residential units are permitted with Conditional Use authorization in M-1 Districts. If the project site were to be rezoned to NC-3 (Moderate-Scale Neighborhood Commercial) and Grocery Store SUD, residential uses are principally permitted.

The project site is located in the Potrero Hill neighborhood on the south edge of a concentration of commercial and industrial development. Development to the south of the site is dominated by single-family and multi-family residential buildings. The site, consisting of a single parcel occupying the entire block bounded by 17th, Rhode Island, Mariposa, and Kansas Streets, is presently vacant. The former two-story steel-framed automotive repair facility used by S&C Ford was demolished subsequent to the previous project approval after S&C Ford moved this operation into their own building in San Francisco.

The project would entail rezoning of the project site from M-1 to NC-3 and Grocery Store SUD and construction of mixed-use residential, commercial/retail and parking uses on a vacant lot. As compared to M-1 zoning, NC-3 zoning would change the permitted nonresidential uses permitted on the project site by not permitting most industrial uses. Only retail stores, food and beverage services, trade shops, certain non-adult entertainment, and medical, personal and professional services are permitted in NC-3 districts as principal permitted uses, with certain other commercial and institutional uses permitted with Conditional Use authorization. The maximum floor area ratio (FAR) of the site would be reduced from 5:1 to 3.6:1, reducing the amount of commercial development that can occur on the site from up to 400,000 square feet to up to 288,000 square feet, while increasing the number of dwelling units that could be constructed on the site from up to 132 units to up to 199 units (an increase of 67 units). Liquor, beer and wine sales are currently permitted without zoning restrictions and without the need for Conditional Use authorization in the M-1 district. The proposed Grocery Store SUD would allow liquor, beer and wine sales only as an integral element of a grocery store of not less than 30,000 square feet and

only with Conditional Use authorization by the Planning Commission. The proposed project would be permitted in the NC-3 and Grocery Store SUD with Conditional Use authorization.

In February 2003, the Planning Department released its Rezoning Options Workbook for the Eastern Neighborhoods, including Showplace Square/Potrero Hill. The Workbook presented three rezoning alternatives for the Showplace Square/Potrero Hill area, which includes the project site. All three rezoning alternatives placed the project site in a Residential/Commercial zoning district. The Residential/Commercial zoning district would permit commercial and retail uses (including off-sale liquor, beer and wine sales) and would permit residential dwelling units with no density limitation. The proposed rezoning to NC-3 and Grocery Store SUD is an interim zoning scheme that is intended to be consistent with the proposed Residential/Commercial zoning and would be in place only until the Residential/Commercial zoning for the area is finalized and adopted by the Board of Supervisors, which would likely not occur until some time in 2004. The proposed project is generally consistent with the proposed Residential/Commercial zoning.

The project would add to existing residential and commercial/retail land uses surrounding the site. Though the largest commercial land use (by floor area) is showroom or design, the development of an additional mixed-use building in the area would not be a significant effect because it would be in an area that is intensively developed with a mix of commercial, industrial, and residential uses. The proposed residential and retail uses, including a grocery store, would be generally compatible with the prevailing urbanized character of the area.

The project would not obviously or substantially conflict with the *General Plan*. In general, potential conflicts with the *General Plan* are considered by the Planning Commission independently of the environmental review process, as part of the decision whether to approve or disapprove a project. Any conflict not identified in this environmental document could be considered in that context, and would not alter the physical environmental effects of the project.

Visual Quality (page 42)

Views currently available to the public in the vicinity of the project site are available from higher elevations on Potrero Hill. From the southwest corner of the site (at the intersection of Mariposa and Kansas Streets), there are views of the downtown skyline, the Bay Bridge, Yerba Buena, and the East

Bay hills. Private buildings in the area may have views of the hill, neighborhood, or beyond. Views from public streets or private properties may be altered by the proposed construction, but they are not expected to change considerably given that the neighborhood is densely developed and the previous S&C Ford building covered the entire site and reached a height of 35 feet at 17th Street. Although the proposed revised project would be about 52½ feet high at Kansas and 17th Street, it would be only about 16½ feet high at Mariposa and Kansas, and public views would not change considerably due to the floor plates stepping up Potrero Hill. For the reasons cited above, no significant visual impacts would occur.

Transportation (page 52)

Based on the Department's standard trip rate for residential and retail space, the project would generate about 12,295 new daily person trips on a weekday, of which approximately 1,052 would occur during the p.m. peak hour (5:00 to 6:00 p.m.). These 1,052 new person trips would occur as 634 trips by automobile, 134 trips by transit, and 284 trips by walking or other modes. Given applicable vehicle occupancy rates, the 634 trips by automobile would translate to 405 new vehicle trips during the p.m. peak hour.

The traffic analysis performed for the project examined existing and future operating conditions at 12 intersections in the vicinity of the project. The study intersections were 16th Street/Rhode Island Street, 16th Street/Kansas Street, 16th Street/Vermont Street, 16th Street/Potrero Avenue, 17th Street/Rhode Island Street, 17th Street/Kansas Street, 17th Street/Vermont Street, 17th Street/Potrero Avenue, Mariposa Street/Rhode Island Street, Mariposa Street/Kansas Street, 16th/De Haro, and U.S. 101 off-ramp/Vermont Street/Mariposa Street. Of these 11 intersections, only 16th Street/Potrero Avenue, 16th Street/Kansas Street, 16th Street/Vermont Street and 17th Street/Potrero Avenue are presently traffic signal-controlled or will be in the spring of 2003; the remainder are controlled by STOP signs. Weekday traffic counts were made at these intersections in order to evaluate the existing traffic conditions during the weekday p.m. peak hour (5:00 to 6:00 p.m.). The study intersections are currently operating at acceptable levels of service, LOS D or better. The Planning Department considers intersection levels of service ranging from LOS A to LOS D to be acceptable at signalized intersections, while LOS E and F are unacceptable. Any degradation to LOS E or F (including from LOS E to LOS F) is considered a significant impact on traffic circulation and operations. The Planning Department has not established comparable criteria for unsignalized intersections. However, impacts to unsignalized intersections are generally considered significant when more than one approach to a two-way stop intersection degrades to LOS E or F.

To account for the occupancy of the adjacent 350 Rhode Island Street Building and near-term changes to the nearby roadway network, the transportation study analyzed Baseline conditions, the existing conditions with the project traffic from 350 Rhode Island added. With the addition of traffic volumes generated by the 350 Rhode Island Street building, each study intersection would have a minor increase in the average delay per vehicle; however, all study intersections would continue to operate with acceptable conditions.

The Baseline plus Project operating conditions at five of the project study intersections would remain unchanged and seven would change with the addition of traffic generated by the proposed project. The changes would occur at the signalized intersections of 17th/Potrero, which would degrade from LOS D to LOS E, and 16th/Potrero, which would degrade from LOS C to LOS E; and the unsignalized intersections of 16th/Rhode Island (2-way stop), 17th/Vermont (all-way stop), and 17th/Kansas (all-way stop), which would degrade from LOS D to LOS F at one approach, 17th/Rhode Island (all-way stop) which would degrade from LOS C to LOS F at one approach, and 16th/De Haro (all-way stop) which would degrade from LOS E to LOS F at one approach. Because the degradation in LOS at the four unsignalized intersections would be attributable to delays at only one of the four approaches to each intersection, project-specific traffic impacts at these unsignalized intersections would be less than significant.

The signalized intersection of 17th Street and Potrero Avenue would operate at LOS E with the Baseline plus Project effects of the 350 Rhode Island Office Building. Of the projected increase in traffic volumes using the westbound approach or critical movement at this intersection, the proposed 450 Rhode Island project would contribute the greatest share due to the project location. This potentially significant impact could be mitigated during the peak hour, by prohibiting peak hour parking on the north side of 17th Street. With implementation of this measure, the operating conditions would be at LOS C with the project and under Baseline conditions.

Traffic volumes and congestion are anticipated to increase over time in the project vicinity and intersection levels of service are expected to deteriorate. Completion of the approved Mission Bay project and construction of new residential and commercial uses within the larger South of Market/ Mission areas would contribute to this growth in traffic. The locally generated traffic will also contribute to congestion on area freeways and arterial links. The project's contribution to this future cumulative traffic growth in 2015 would be considered significant at the intersections of 16th/Rhode Island, 16th/De

Haro, 17th/Rhode Island, 17th/Kansas and 17th/Potrero. However, mitigation measures such as peak hour parking prohibition, turning pockets, and traffic signals could be implemented that would bring the respective levels of service to acceptable conditions (LOS D or better).

Six Muni bus lines provide service in the immediate vicinity of the project site, running on headways of 8 to 30 minutes, depending on the bus line and time of day. The project would generate about 62 new outbound transit trips and 72 inbound trips (total 134 trips) during the weekday P.M. peak hour. There is sufficient excess capacity on each of these six bus lines to accommodate the additional transit trips that would be generated by the project. Therefore, there would be no significant project impacts on transit operations.

The proposed project would generate an additional 284 walking or "other" trips to and from the site, as well as pedestrian trips associated with the 134 project-generated transit trips. Pedestrian operating conditions on area sidewalks and crosswalks would not noticeably deteriorate with the addition of these walking trips. Both sidewalks and crosswalks would continue to operate at free-flow conditions.

The projected project parking demand is 361 spaces during the weekday midday (172 residential spaces and 189 grocery/retail spaces) and about 366 spaces during the weekday evening period (215 residential spaces and 151 grocery/retail spaces). Since the proposed project would provide 168 residential parking spaces, there would be a shortfall of about four residential spaces during the midday and about 43 residential spaces during the evening. Overnight residential parking demand could be accommodated with the parking supply for the grocery store and retail uses. The grocery store and retail parking demand would be about 189 spaces during the weekday midday and 151 spaces during the weekday evening. Since the proposed project would provide 155 grocery store and retail parking spaces, there would be a shortfall of about 34 spaces during the midday and no shortfall of spaces during the evening. There are approximately 997 on-street parking spaces within the project area, with an occupancy of about 79 percent during the weekday midday period and an occupancy of about 34 percent during the weekday evening period. There is an off-street parking lot that contains 74 spaces that operates at 14 percent of capacity during the weekday midday period and is closed in the evening. The residual shortfall of parking would force drivers to search for parking farther afield or switch to alternative travel modes. The issue of parking space supply versus demand and occupancy is not considered by the Planning Department to be a permanent physical environmental condition or a significant environmental impact. Moreover, accommodating an unconstrained demand for vehicles by requiring parking to meet

demand would encourage additional vehicle use, with associated environmental problems of traffic congestion, safety, air pollution, and noise. It is for these reasons that the Planning Department has adopted and repeatedly endorsed a "Transit First" policy (in the *Transportation Element* of the *San Francisco General Plan*) that prioritizes accommodating transit service over private vehicles.

Section 152 of the *San Francisco Planning Code* would require the proposed project to provide two off-street loading spaces, including one space for the residential uses and one space for the grocery store and retail uses. The proposed project would provide an off-street freight loading dock which would include two loading spaces. Access to the loading dock would be from 17th Street. In addition, there would be a 60-foot-long white passenger loading zone on Rhode Island Street to serve the grocery store, and 60-foot-long yellow delivery and passenger loading yellow zones on Mariposa and Kansas Streets to serve the residential units. Expected loading demand from the project would be for 1.5 spaces during the average loading hour and 1.9 spaces during the peak loading hour. The proposed off-street loading spaces and on-street loading zone would accommodate the loading demand.

During project construction, anticipated to last 18 months, most construction equipment and materials would be staged on the project site, with the adjacent streets also periodically utilized. To accommodate temporary pedestrian walkways, the parking lanes along Rhode Island, Mariposa, Kansas, and 17th Streets would be closed throughout the construction. Traffic lanes adjacent to the site would occasionally be closed to accommodate certain construction activities. However, the impacts on traffic movement would be temporary and would therefore not be considered significant. No relocation of local Muni bus stops or other impacts on Muni operations are anticipated. The number of construction workers present on the site during the construction period would normally range from 20 to 150 construction workers, with an average of 100 workers per day. The majority of these workers are expected to drive, generating additional demand for parking. Much of the parking demand would be accommodated on the site; however, some workers would need to use other on- and off-street parking facilities in the area. While potentially disturbing or disruptive to area residents and employees, these construction impacts would be localized, intermittent, and temporary, and, therefore, would not be considered significant.

Growth Inducement (page 79)

The project would add a five-story building containing approximately 204,800 square feet of mixed-use residential and retail/commercial to a currently vacant site (the previous 85,000-square-foot auto service center building was demolished prior to the prior project approval). This would intensify the use of the site, but would not be expected to substantially alter development patterns in the Potrero Hill neighborhood area or elsewhere in San Francisco. The project site is in an urbanized area that is intensively developed and that already supports substantial amounts of residential development, light industrial, warehouse, and commercial uses in surrounding blocks.

The addition of up to 168 units of housing, about 4,000 square feet of retail space and approximately 34,500 square feet of grocery market use would increase the daily population on the project site by about 330 people. The projected residential units would more than offset housing demand generated from the project's employment.

The project is located in an urban area and would not necessitate or induce the extension of municipal infrastructure. In view of the above, there is no evidence to suggest that the project would result in additional development in the project site vicinity that would not otherwise occur.

D. MITIGATION MEASURES (page 81)

MEASURES THAT WOULD BE IMPLEMENTED BY PUBLIC AGENCIES (PUBLIC WORKS DEPARTMENT AND DEPARTMENT OF PARKING AND TRAFFIC)

Transportation

- The signalized intersection of 17th/Potrero would operate at LOS E under Baseline plus Project conditions and LOS F under 2015 Cumulative conditions. The westbound approach to the intersection is striped as two lanes; however, parking is permitted along the northern curb which reduces the effective capacity of the approach to one lane. To improve operations at this intersection and to mitigate the impacts of the proposed project, the on-street parking along the northern curb could be prohibited during the weekday p.m. peak period (generally 4:00 to 6:00 p.m.), which would allow westbound 17th Street to operate with two travel lanes. With this change, the intersection operating conditions would improve to LOS C under the Baseline plus Project and 2015 Cumulative scenarios.

- The unsignalized intersection of 17th and Rhode Island would operate at unacceptable conditions under 2015 Cumulative conditions. To improve operations, an eastbound right-turn pocket could be established (which would accommodate vehicles destined to the project site from eastbound 17th Street). With this change, one approach would continue to operate at LOS F, but the other three approaches would operate at LOS C (since only one approach would operate at LOS E/F, the intersection would be considered to operate acceptably).
- The unsignalized intersection of 17th and Kansas would operate at unacceptable conditions under 2015 Cumulative conditions. To improve operations, a southbound left-turn pocket could be established. With this change, one approach would continue to operate at LOS F, but the other three approaches would operate at LOS D or better (since only one approach would operate at LOS E/F, the intersection would be considered to operate acceptably).

MEASURES THAT WOULD BE IMPLEMENTED BY THE PROJECT SPONSOR

Transportation

- Although the proposed mitigation measures for the intersections of 17th/Rhode Island and 17th/Kansas would improve intersection operations to acceptable conditions, individual approaches at both intersections would continue to operate poorly. As such, these approaches may have congestion and relatively long delays per vehicle. Although it would be possible to signalize the two intersections (both intersections would meet signal warrants) to further improve operations, Department of Parking and Traffic has indicated a preference to not signalize the intersections. Since the other intersections on 17th Street east of Potrero Avenue are all unsignalized, the installation of two adjacent traffic signals would have a limited benefit and would not substantially improve operations along the entire street.

  In addition, Department of Parking and Traffic has indicated a preference to signalize the nearby intersection of 16th/De Haro. After the mitigation measures required by the Mission Bay development are implemented, the intersection of 16th/De Haro would be the only intersection along 16th Street between Potrero Avenue and Third Street at which 16th Street traffic would be STOP controlled. As such, the elimination of the STOP signs at this location would improve eastbound and westbound traffic flow along 16th Street.

  It is anticipated that the elimination of all STOP signs along 16th Street, with the resulting improvements to operations along the street, would divert some traffic from 17th Street (which would have somewhat slower operations due to STOP-controlled intersections). As a result, a new traffic signal at 16th/De Haro may result in improvements to the operating conditions at intersections along 17th Street, including the intersections of 17th/Rhode Island and 17th/Kansas.

At 16th/De Haro, in conjunction with the new traffic signals, the northbound and southbound approaches would need to be restriped to provide exclusive left-turn pockets.[1] With these measures, the intersection would operate at LOS B under Baseline plus Project conditions and LOS C under 2015 Cumulative conditions.

The project sponsor would be responsible for funding the study, design, construction and installation of all improvements to the intersection of 16th/De Haro, including the signalization and restriping. The design and construction of these improvements would be conducted by the Department of Parking and Traffic or through an independent consulting firm. The project sponsor would coordinate the intersection design and construction effort with the Planning Department, Department of Parking and Traffic, Muni, Department of Public Works, Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) and other appropriate City agencies.

- The unsignalized intersection of 16th/Rhode Island would operate at unacceptable conditions under 2015 Cumulative conditions. Although this intersection could be signalized (and would meet signal warrants), with traffic signals at 16th/De Haro and 16th/Kansas, there would be sufficient gaps in the traffic flow along 16th Street to accommodate northbound and southbound traffic. As such, the proposed signalization of the intersection of 16th/De Haro may be sufficient to improve operations at the intersection of 16th/Rhode Island.

Construction Air Quality

- The project sponsor shall require the construction contractor(s) to spray the project site with water during excavation, grading, and site preparation activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose.
- The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

[1] In order to accommodate the new left-turn pockets, perpendicular parking may need to be converted to parallel parking on one or both sides of the intersection.

Hazards

- The project sponsor shall require the construction contractor(s) for the proposed project to water the site during excavation activities at least twice daily, or more frequently if necessary to prohibit visible dust emissions (which might indicate emission of non-visible dust), and take other steps to minimize dust generation during excavation, storage, and transport. If there are excavated materials containing over 1 percent friable asbestos, they would be treated as hazardous waste, and would be transported and disposed of in accordance with applicable State and federal regulations. These procedures are intended to mitigate any potential health risks related to chrysotile asbestos, which may or may not be located on the site.

Cultural Resources

- The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel, including machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

  Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

  If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/ cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

  Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an

archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The MEA division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

IMPROVEMENT MEASURES

Improvement measures diminish effects of the project that were found through the environmental analysis to be less-than-significant impacts.

Transportation

To reduce the parking shortfall associated with the proposed project, the project sponsor could implement one or more of the following improvement measures:

- Provide valet or attendant parking within the parking garage.
- Encourage grocery store or retail employers to provide reduced-rate or free transit passes to employees.
- Provide on-site parking spaces for City CarShare vehicles.
- Provide additional bicycle amenities for grocery store employees which may encourage more employees to bicycle to work.

E. UNAVOIDABLE SIGNIFICANT IMPACTS (page 87)

The proposed project, if not mitigated by actions by the Department of Parking and Traffic, would have the following unavoidable significant impacts in the area of traffic:

Project Impacts

- The project sponsor has agreed to request implementation of traffic mitigation for the intersection of 17th Street and Potrero Avenue from the San Francisco Department of Parking and Traffic. If this mitigation has not been adopted at the time of project approval, the Planning Commission would be required to make a finding that the project would contribute to a significant environmental impact.

Cumulative Impacts

- The project would have a significant contribution to the 2015 cumulative conditions at the intersections of 16th/Rhode Island, 16th/De Haro, 17th/Rhode Island, 17th/Kansas Streets, and 17th/Potrero Avenue. The project sponsor has agreed to request implementation of traffic mitigation measures from the San Francisco Department of Parking and Traffic. If these mitigations have not been adopted at the time of project approval, the Planning Commission would be required to make a finding that the project would contribute to a significant environmental impact at each intersection.

F. ALTERNATIVES TO THE PROJECT (page 89)

Alternative A: No Project

This alternative would entail no change to the site, which would remain in its existing condition. The No Project Alternative would not have any of the impacts of the proposed project, including the potentially significant contributions to the intersection of 17th/Potrero and to the 2015 cumulative traffic conditions at the intersections of 16th/Rhode Island, 16th/ De Haro, 17th/Rhode Island, 17th/Kansas and 17th/Potrero.

Alternative B: Code Compliant/No Rezoning Alternative

This alternative would entail only permitted uses on the project site without any change to the zoning or exceptions to the *Planning Code*. The alternative would allow a 40-foot-high structure containing a maximum of 240,000 square feet with a maximum Floor Area Ratio of 3:1. About 160 parking spaces and five loading spaces would be provided. This alternative would be a manufacturing or light industrial use that would have fewer impacts, compared to the proposed project, related to public utilities demand, water and energy consumption. Manufacturing/light industrial use would generate about 423 employees

compared to the proposed project population of 330. The absence of retail/grocery store uses would result in fewer vehicle trips than the proposed project, both daily and p.m. peak-hour trips, reduced transit demand, and reduced parking demand. The Code Compliant/No Rezoning Alternative would generate approximately 1,896 daily person trips and 113 peak hour vehicle trips, compared to approximately 12,295 new daily person trips and 405 new peak hour vehicle trips generated by the proposed project. This reduction in vehicle trips would result in a substantial reduction in vehicle delays at the local intersections as compared to the project. There would be a increase in loading dock activity compared to the proposed project. This alternative combined with the 350 Rhode Island Street project (the Baseline conditions) would cause the signalized intersection of 17th Street/Potrero Avenue to deteriorate to LOS D, compared to the proposed project LOS of E. Under the 2015 Cumulative scenario, this alternative would avoid a significant impact at 17th/Rhode Island. However, unacceptable cumulative operating conditions would still occur at 16th/Potrero, 17th/Potrero (LOS E instead of LOS F), 16th/Rhode Island and 17th/Kansas, although the project's contribution to these unacceptable operating conditions would be less.

Generation of transit trips by this alternative would be 41 p.m. peak-hour trips, as compared to 134 trips for the proposed project. Parking demand would be similarly reduced, and any shortfall of provided parking relative to demand under this alternative would be reduced in comparison to the proposed project.

This alternative would generate a lower rate of vehicle emissions of reactive organic gases, nitrogen oxides, particulates and carbon monoxide in the region. The levels would be insignificant relative to total regional emissions of these pollutants, and would be well below the Bay Area Air Quality Management District's thresholds of significance. Project effects related to geology, hydrology, and potential subsurface cultural resources would be comparable to those of the project.

The visual impacts of the Code Compliant/No Rezoning Alternative would be more pronounced than the proposed project as the building would be higher on Mariposa Street (40 feet compared to 16½ for the proposed project), potentially blocking more view of the nearby residents. Along 17th Street, however, the building would be about 40 feet tall, approximately 12½ feet lower than the proposed project. Construction impacts of this alternative would be similar to those of the proposed project.

Alternative C: Reduced Development Alternative

Under this alternative, a building similar to the proposed project but slightly smaller would be constructed that would contain only residential units and parking. There would be no retail or grocery store uses. The building would contain about 199 residential units and approximately 199 parking spaces. Similar to the proposed project, this alternative building would be stepped down the hillside on the site in order to preserve, to the maximum extent possible, the views available along Mariposa Street, particularly at the southwest end of the site.

Most of the potential impacts identified for the proposed project would occur with the Reduced Development Alternative, but at a reduced level. This alternative would involve construction of a five-story, approximately 197,000-square-foot building. There would be about 31 more residential units, but no retail or grocery store employees. Thus, the change in land use would be similar, and the resultant population density of this alternative would be the equivalent of the proposed project: about 330 people including residents, building security, maintenance, and parking staff.

The absence of retail/grocery store uses would translate to fewer vehicle trips, both daily and p.m. peak-hour trips, reduced transit demand, and reduced parking demand. The Reduced Development Alternative would generate approximately 1,715 daily person trips and 191 peak hour vehicle trips, compared to approximately 12,295 new daily person trips and 405 new peak hour vehicle trips generated by the proposed project. This reduction in vehicle-trips could result in a reduction in vehicle delays at the local intersections as compared to the project. This alternative combined with the 350 Rhode Island Street project (the Baseline conditions), would cause the signalized intersection of 17th Street/Potrero Avenue to deteriorate to LOS D, compared to the proposed project LOS of E. Under the 2015 Cumulative scenario, this alternative would avoid a significant impact at 17th/Rhode Island. However, unacceptable cumulative operating conditions would still occur at 16th/Potrero, 16th/De Haro, 17th/Potrero (LOS E instead of LOS F), 16th/Rhode Island and 17th/Kansas, although the project's contribution to these unacceptable operating conditions would be less.

Generation of transit trips by this alternative would be 58 p.m. peak-hour trips, as compared to 134 trips for the proposed project. Parking demand would be similarly reduced, and any shortfall of provided parking relative to demand under this alternative would be reduced in comparison to the proposed project.

This alternative would generate a lower rate of vehicle emissions of reactive organic gases, nitrogen oxides, particulates and carbon monoxide in the region. The levels would be insignificant relative to total regional emissions of these pollutants, and would be well below the Bay Area Air Quality Management District's thresholds of significance. The public services demand and energy consumption under this alternative would be about the same as the proposed project as the population generating the demand would be about the same. However, project effects related to geology, hydrology, and potential subsurface cultural resources would be comparable to those of the project.

The visual impacts of the Reduced Development Alternative would be about the same as the proposed project. Construction impacts of this alternative would be similar to those of the proposed project.

G. AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

This environmental impact report focuses on the issue of transportation. All other potential environmental effects were found to be at a less-than-significant level or to be mitigated to a less-than-significant level with mitigation measures agreed to by the project sponsor. Please see the Initial Study, included in this document as Appendix A, for analysis of other issues.

Residents of this neighborhood may be concerned about the potential impacts of a change in neighboring use on a block that was previously used for non-residential use. In addition, business owners and employees in the surrounding urbanized area may have concerns about any new project. The Planning Commission will be asked to certify the FEIR after publication and distribution of written responses to all comments received on the Draft EIR.

Concern has been expressed regarding the appropriateness of rezoning the project area to NC-3. This issue is not a physical environmental impact and will be considered by the Planning Commission independently of the environmental review process, as part of the decision whether to approve, modify or disapprove the proposed rezoning and development project as noted below.

Concern was also expressed over the height and bulk of the proposed project, the transportation impacts, utilities and visual effects. These concerns are either addressed in the SEIR, the Initial Study (Appendix A) or are other planning issues that may be grounds for modification or denial of the proposal by the

Planning Commission, however, none of the concerns were found to have a significant effect on the environment.

After FEIR certification, and following consideration of community concerns as expressed in the future Conditional Use public hearing and the information presented in the Initial Study and this EIR, the San Francisco Planning Commission (or the Board of Supervisors on appeal) will decide whether or not to approve the proposed project, and the Board of Supervisors will decide whether to rezone the site and create the Grocery Store SUD.

II. PROJECT DESCRIPTION

The project sponsor, A.F. Evans Development, Inc., proposes to construct an approximately 204,800-square-foot mixed-use development including approximately 168 dwelling units, up to 34,500 square feet of neighborhood-serving retail space, and accessory on-site parking for roughly 323 cars (168 residential spaces and 155 retail spaces).

Also included in the project are ordinances amending the *San Francisco Planning Code* to change the zoning on the block bounded by Rhode Island, 17th, Kansas and Mariposa Streets from M-1 (Light Industrial) to NC-3 (moderate-Scale Neighborhood Commercial). The ordinance would also add Section 781.10 to the *Planning Code* to create a 17th and Rhode Island Street Grocery Store Special Use Subdistrict (Grocery Store SUD) applicable to the block described above to permit a neighborhood grocery store with accessory beer, wine, and liquor sales.

A. PROJECT SPONSOR'S OBJECTIVES

The project sponsor has the following objectives for the revised proposed project:

- Develop a high-quality, economically feasible mixed-use residential/commercial building in the Potrero Hill area of San Francisco to provide residential units, retail space (including a grocery store with liquor, beer and wine sales), and associated parking to meet the local and regional demand for housing and retail shopping needs in the Potrero Hill neighborhood.
- Develop a project consistent with the existing urban design character of the area, compatible with neighboring uses, and consistent with community objectives for the Showplace Square/Potrero Hill Community Planning Process.
- Reuse an existing, vacant urban in-fill site with residential, retail/commercial uses and parking.
- Provide a source of sales, property and utility tax revenue to the City and County of San Francisco.
- Develop a project with sufficient residential density to be economically feasible, include a significant number of affordable units, and help address the City and region's severe housing shortage.
- Complete the project on schedule and within budget.
- Develop a project with minimal environmental disruption.

B. PROJECT LOCATION

The project site is located in the Showplace Square/Potrero Hill Community Plan Area on a full city block commonly known as 450 Rhode Island and bounded by 17th Street to the north, Rhode Island Street to the east, Mariposa Street to the south, and Kansas Street to the west. The site is on Lot 1 in Assessor's Block 3978 (Figure 1, page 21). The rectangular-shaped project site measures about 400 feet in length on the Rhode Island Street frontage and about 200 feet in depth. The project site is approximately 80,000 square feet in area (1.84 acres) and slopes uphill over 56 feet from elevation +16½ feet above mean sea level at the northeast corner to +73 feet above mean sea level at the southwest corner.

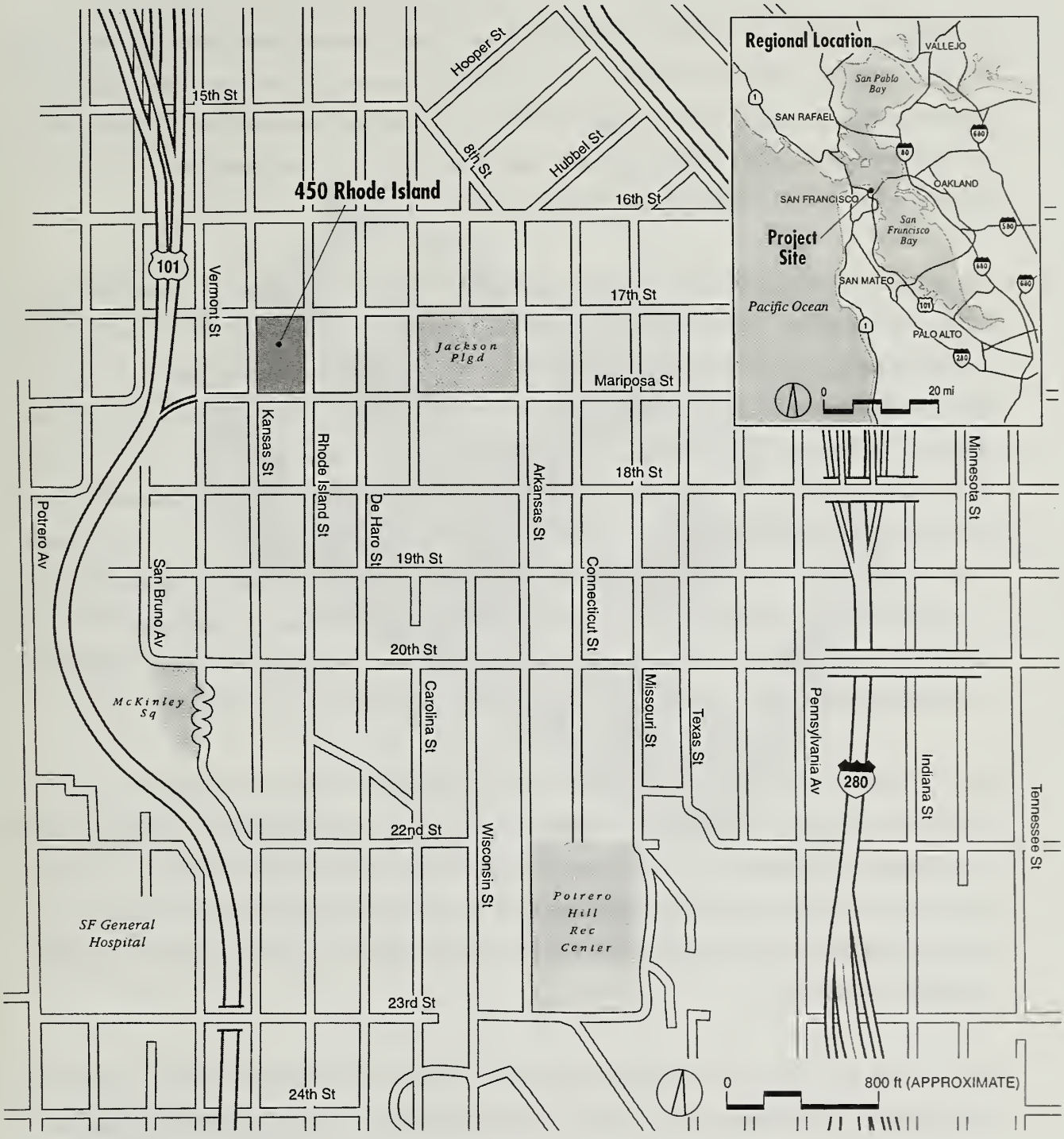
The site is presently zoned M-1 (Light Industrial) and is within a 40-X Height-Bulk District. The allowable floor area ratio (FAR) in this district is 5:1 (up to 400,000 square feet of development). The M-1 district accommodates wholesaling and business services, office, retail and some light manufacturing and processing. In recognition of the potentially adverse effects of industrial uses and the proximity of industrial districts to residential and other commercial areas, standards are imposed as to enclosure within buildings and screening of outdoor uses. Residential units are permitted with Conditional Use authorization.

The site is presently vacant and was previously approved for development of a 313,000-square-foot business services/multimedia building. The prior building on the site, the S&C Ford Service Center, was demolished in 2001 pursuant to the prior project approval. Because the proposed business services tenant, Macromedia, has withdrawn from the project, the previously approved project is no longer under consideration.

C. PROJECT CHARACTERISTICS

Development

The revised proposed project would entail rezoning of the site from M-1 to NC-3 (Moderate-Scale Neighborhood Commercial) and Grocery Store SUD, and construction of a two- to five-story building



Source: During Associates

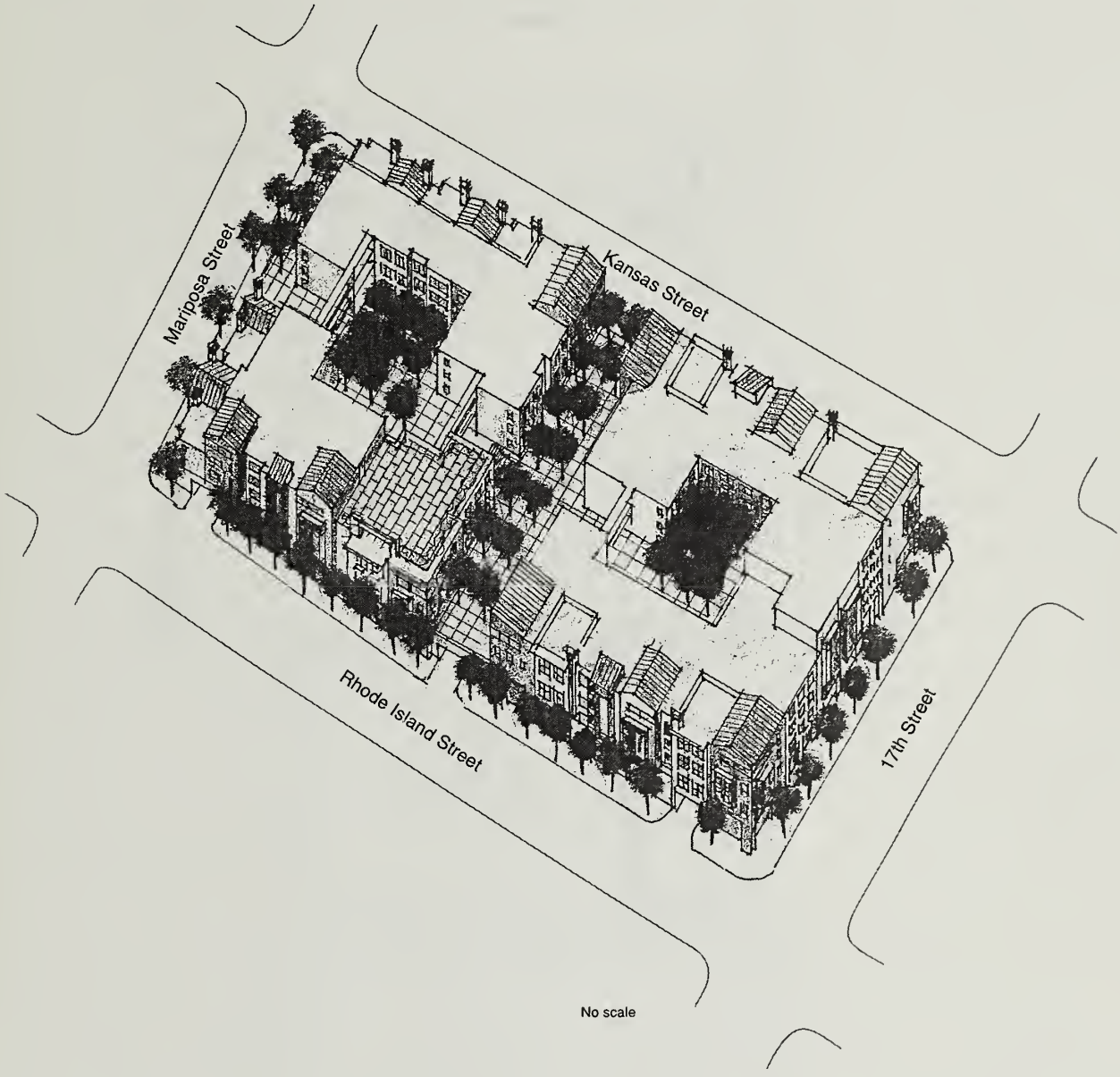
PROPOSED PROJECT LOCATION FIGURE 1

containing approximately 204,800 square feet of mixed-use residential and retail/commercial with accessory parking. The proposed project would feature approximately 168 residential units, about 4,000 square feet of retail space, approximately 34,500 square feet of grocery store space (including liquor, beer and wine sales), and a parking garage for approximately 323 independently accessible self-park spaces (occupying approximately 117,000 square feet).

The proposed building would have six levels that would step up the north slope of Potrero Hill (Figures 2 to 9, pages 23 to 30). The building mass would be separated at mid-block by a mews (courtyard) that would run between Kansas and Rhode Island Street, and be publicly accessible during the daytime. There would be two center courtyards, one each in the north and south residential sections of the building. The height of the building would vary, from about 52½ feet at the corner of 17th Street and Kansas Street to about 16½ feet at the corner of Kansas Street and Mariposa Street. An approximately 2,000-square-foot publicly-accessible pocket park would be provided on the southwest corner of the site, at the intersection of Mariposa and Kansas Streets. Approximately 4,000 square feet of neighborhood retail space would be located at ground level on 17th Street and at the corner of Kansas and 17th Streets. The approximately 34,500-square-foot grocery store would have a primary access about mid-block on Rhode Island Street and a secondary entrance/exit at the corner of 17th and Rhode Island Streets.

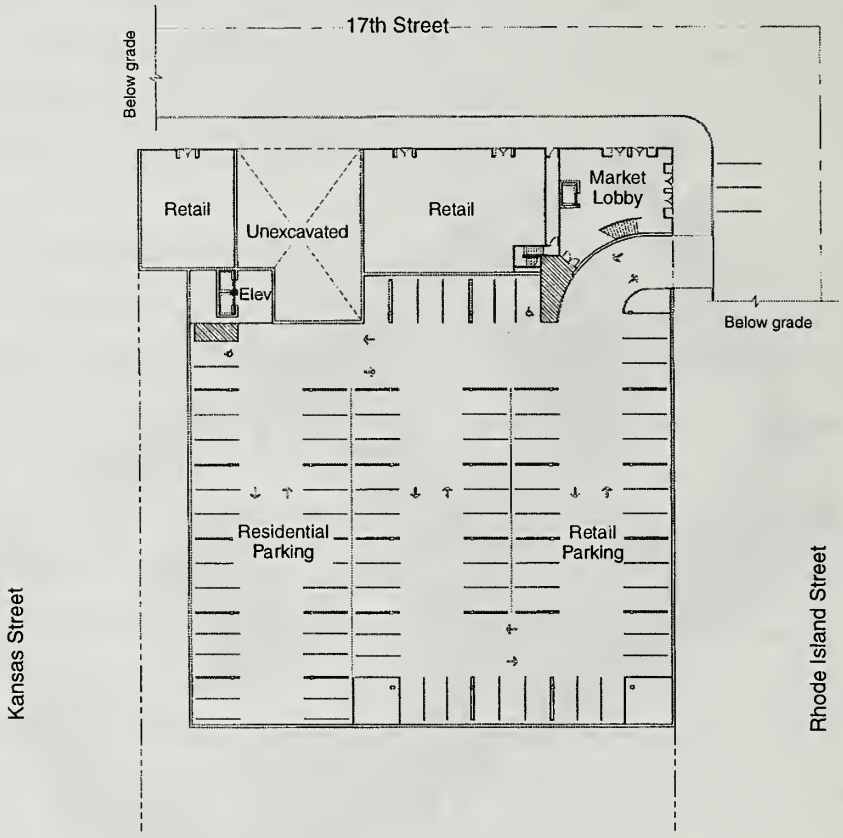
The 168 residential units would contain a mix of approximately 28 studio units (about 525 square feet in size); 65 one-bedroom units (about 740 square feet in size); 68 two-bedroom units (1,008 square feet in size); and 9 three-bedroom units (1,200 square feet in size). The residences would be accessible via the mews area between Rhode Island and Kansas Streets and from Mariposa Street. Twelve percent or approximately 20 of the units would be affordable in conformance with legislation recently adopted by the Board of Supervisors.

Four parking levels, three with a separate ingress and egress on Rhode Island Street, would provide approximately 323 self-park spaces. The lower garage would have a separate entrance/exit and would provide parking for customers of the retail shops and the grocery store, as well as parking for the project residents. The second parking level would have a separate entrance/exit and would have a ramp leading to the third level. Both levels would provide parking for the retail/grocery customers and residents. The fourth level garage would have a separate entrance/exit and would be exclusively used by residents. An



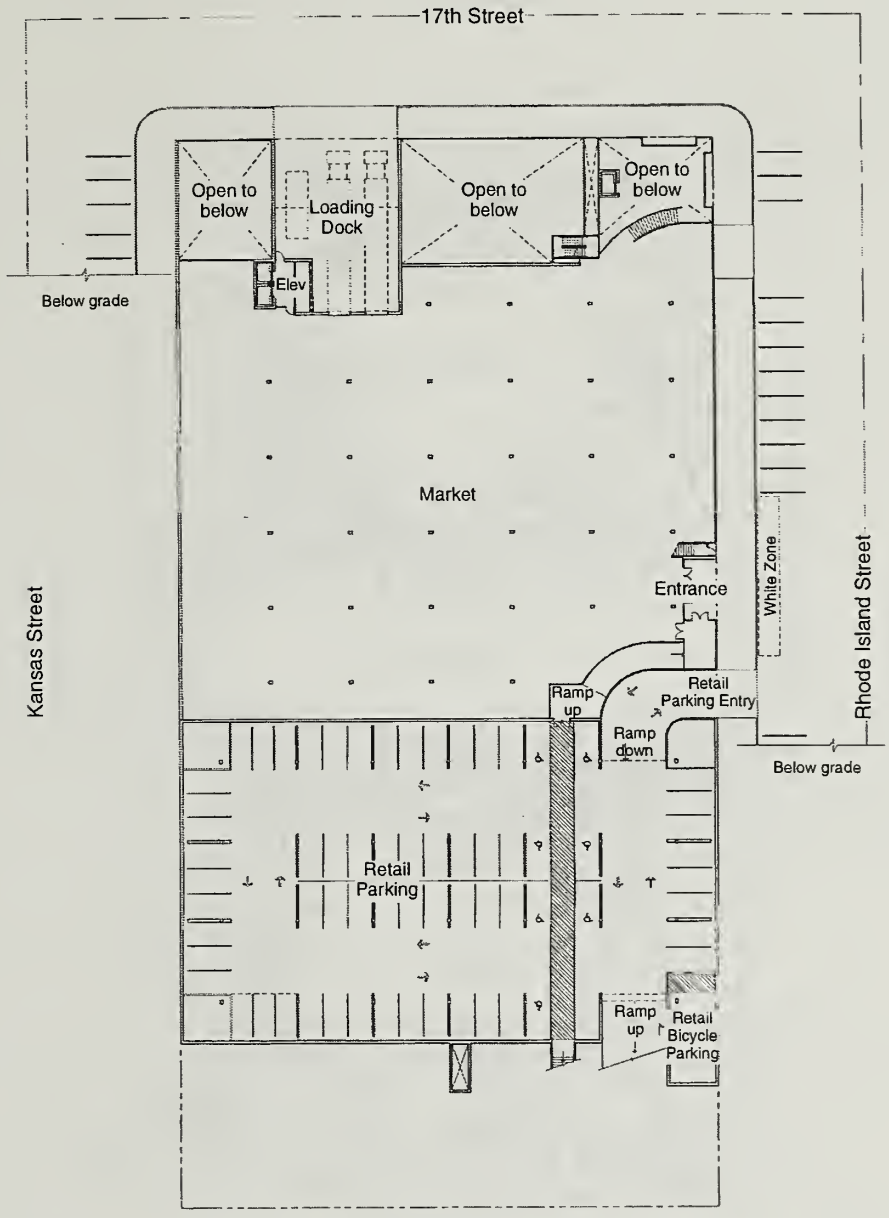
Source: Christiani Johnson Architects

PROPOSED SITE PLAN FIGURE 2



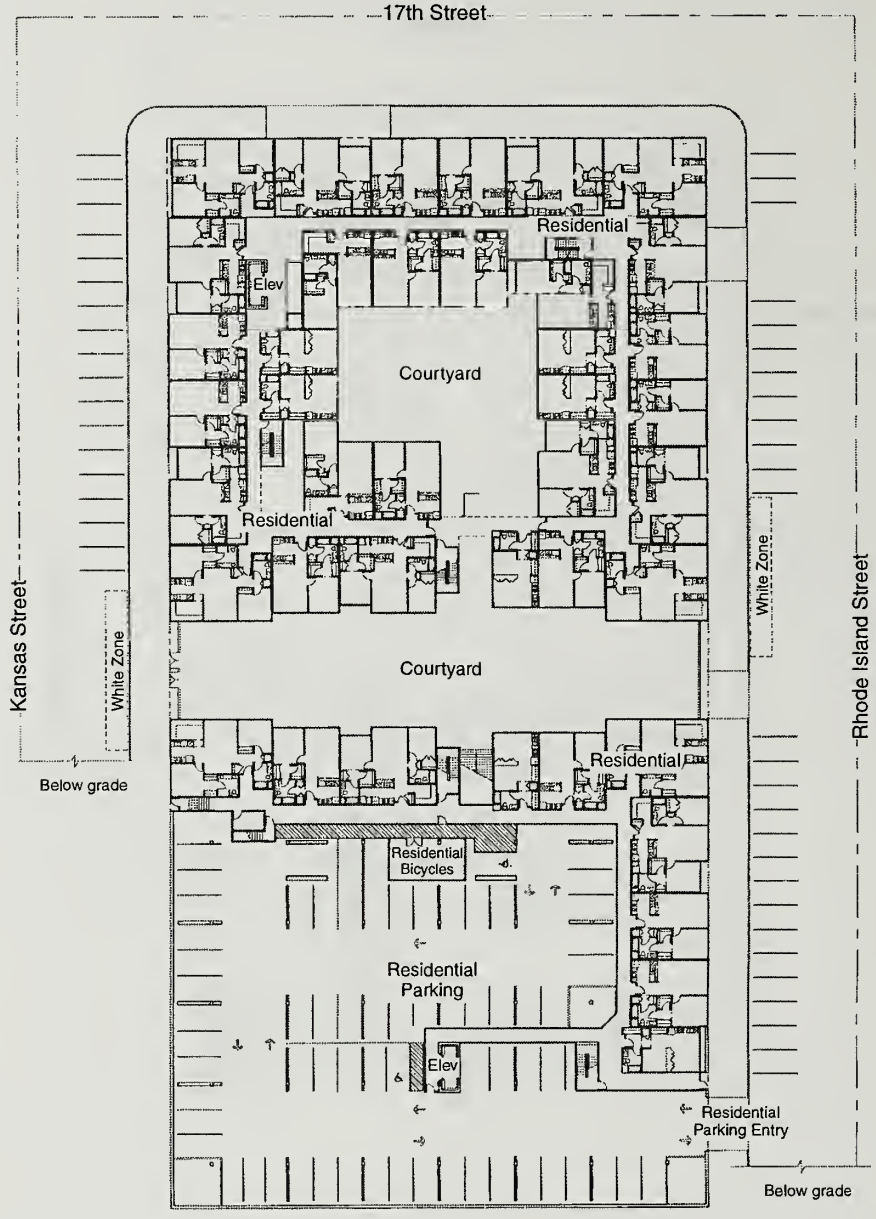
Source: Christiani Johnson Architects

PROPOSED LEVEL ONE FIGURE 3



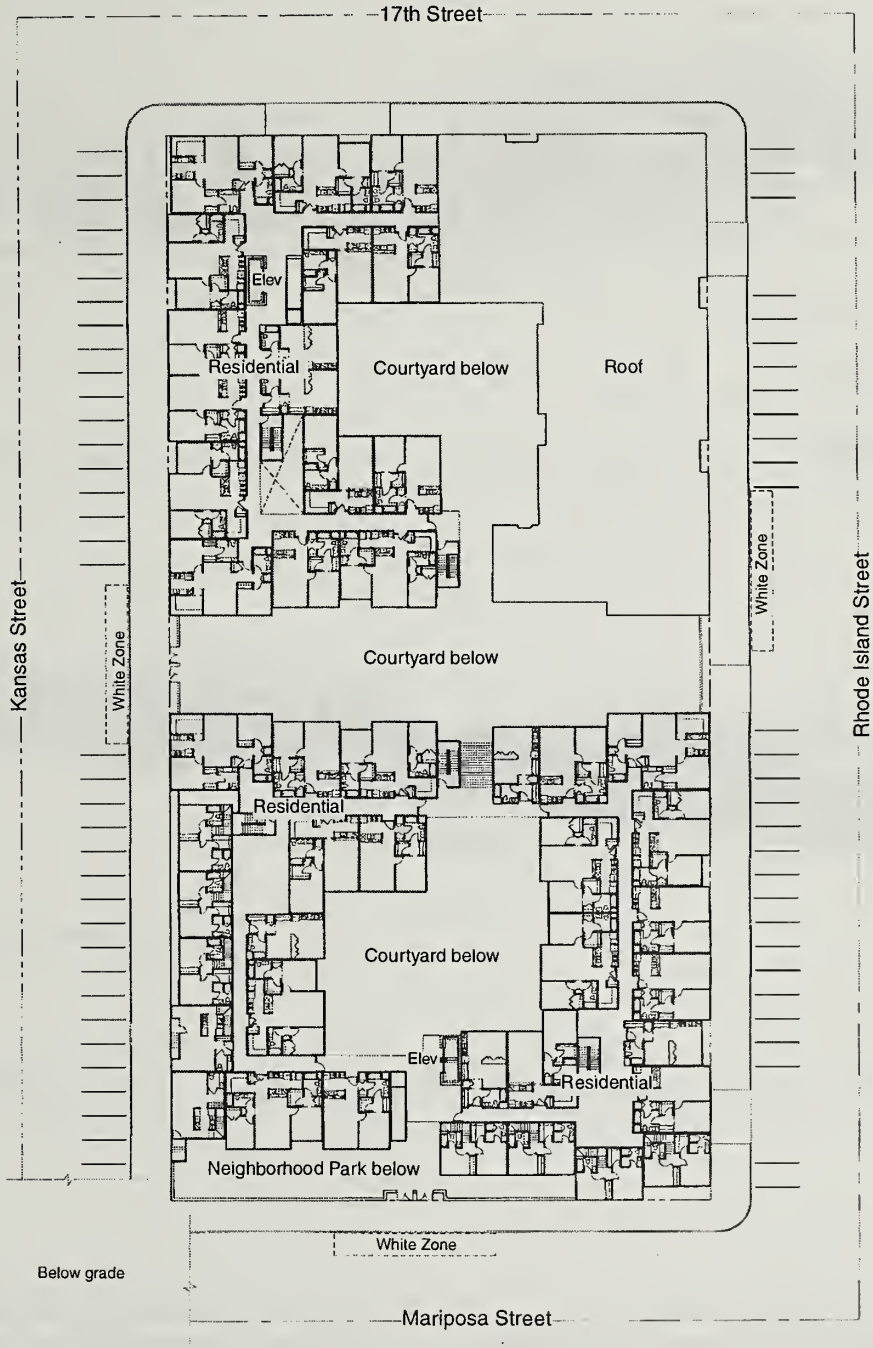
Source: Christiani Johnson Architects

PROPOSED LEVEL TWO FIGURE 4



Source: Christiani Johnson Architects

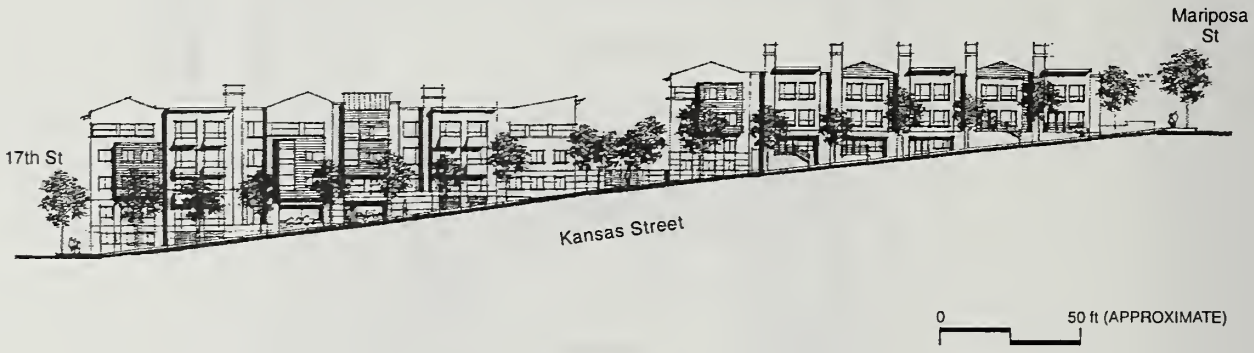
PROPOSED LEVEL FOUR FIGURE 5



Source: Christiani Johnson Architects

PROPOSED LEVEL SIX FIGURE 6

Rhode Island Street Elevation



Kansas Street Elevation

Source: Christiani Johnson Architects

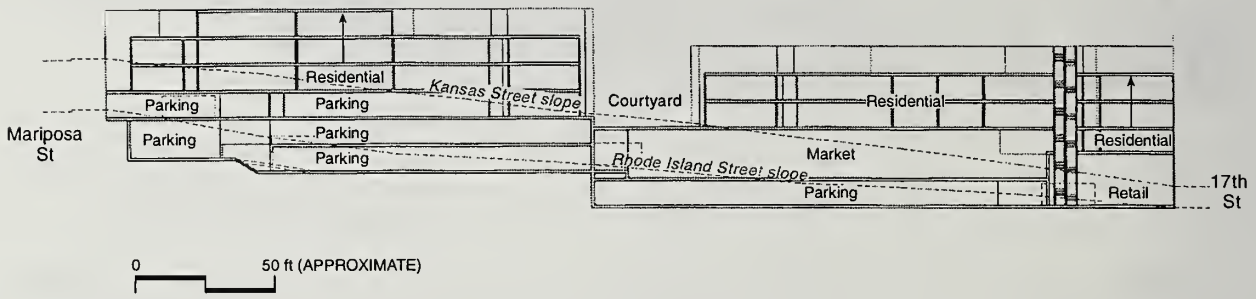
PROPOSED RHODE ISLAND STREET AND KANSAS STREET ELEVATIONS FIGURE 7

17th Street Elevation

Mariposa Street Elevation

Source: Christiani Johnson Architects

PROPOSED 17TH STREET AND MARIPOSA STREET ELEVATIONS FIGURE 8



Source: Christiani Johnson Architects

PROPOSED PROJECT SECTION FIGURE 9

on-site loading dock with two spaces for retail uses and the grocery store would be located off of 17th Street. Residents and grocery store customers would use three 60-foot-long white zones on Kansas, Mariposa and Rhode Island Streets. There would be about 100 bicycle spaces in the residential garage, plus approximately 20 publicly accessible bicycle spaces for the retail and grocery store employees and customers.

In addition to the small park on the corner of Mariposa and Kansas Streets, the revised project would also include approximately 17,000 square feet of landscaped common area courtyard, including the mews and roof decks (an average of 100 square feet per unit).

The revised project construction would take about 18 months. The project construction cost is estimated at $20 million (including excavation, foundation, erection, and exterior). The project sponsor is A.F. Evans Development, Inc., and the project architect is Christiani Johnson Architecture.

Planning Code Amendments

On December 16, 2002, two ordinances were introduced at the Board of Supervisors: (1) An Amendment to Section Maps 8 and 8SU of the Zoning Map of the City and County of San Francisco to rezone the proposed project site from M-1 to NC-3 and the 17th and Rhode Island Street Grocery Store Special Use Subdistrict, and (2) An Amendment to the *Planning Code* to create the 17th and Rhode Island Street Grocery Store Special Use Subdistrict (Grocery Store SUD) (proposed *Planning Code* Section 781.10). The size and density of the proposed revised project's residential uses would be permitted under NC-3 zoning, and the proposed grocery store would be allowed to sell liquor, beer, and wine under the Grocery Store SUD overlay (off-sale liquor, beer and wine sales are not permitted in other NC-3 districts).

D. REZONING AND PROJECT APPROVAL REQUIREMENTS

This SEIR will undergo a public comment period as noted on the cover, including a public hearing before the Planning Commission on the Draft SEIR. Following the public comment period, responses to written and oral comments will be prepared and published in a Draft Comments and Responses document, presented to the Planning Commission for certification as to accuracy, objectivity, and completeness. No rezoning, approvals or permits may be issued before the Final SEIR is certified by the Planning Commission.

The *San Francisco Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed project conforms to the *Planning Code*, an exception is granted pursuant to provisions of the *Planning Code*, or an appropriate amendment to the *Planning Code* is adopted.

Assuming NC-3 and Grocery Store SUD zoning as defined above, the proposed revised project would require Conditional Use authorization from the San Francisco Planning Commission, including a public hearing, pursuant to the *Planning Code* Section 121.1 (for the development of a site in excess of 10,000 square feet), Section 121.2 (for a retail space in excess of 6,000 square feet), and proposed Section 781.10 (liquor sales as integral element of grocery store). The revised proposed project is being proposed as a Planned Unit Development (PUD) under Section 304(a) of the *Planning Code* for residential density, rear yard modification, and a minor modification in height measurements. According to Section 304(a):

> The procedures for Planned Unit Developments are intended for projects on sites of considerable size, developed as integrated units and designed to produce an environment of stable and desirable character which will benefit the occupants, the neighborhood, and the City as a whole. In cases of outstanding overall design, complementary to the design and values of the surrounding area, such a project may merit a well-reasoned modification of certain of the provisions contained elsewhere in this *Code.*

The proposed project would require issuance of a building permit by the Department of Building Inspection and approval from the Department of Public Works for curb cuts on Rhode Island and 17th Streets.

The Showplace Square/Lower Potrero Hill Community Planning Process is developing potential zoning changes for the area, including the project site. In February 2003, the Planning Department released its Rezoning Options Workbook for the Eastern Neighborhoods, including Showplace Square/Potrero Hill. The Workbook presented three rezoning alternatives for the Showplace Square/Potrero Hill area, including the project site. All three rezoning alternatives placed the project site in a Residential/ Commercial zoning district. The Residential/Commercial zoning district would permit commercial and retail uses (including liquor, beer and wine sales) and would permit residential dwelling units with no density limitation. The proposed rezoning to NC-3 and Grocery Store SUD is an interim zoning scheme that is intended to be consistent with the proposed Residential/Commercial zoning and would be in place

only until the Residential/Commercial zoning for the area is finalized and adopted by the Board of Supervisors, which would likely not occur until some time in 2004.

Environmental plans and policies are those, like the Bay Area *Air Quality Plan*, which directly address physical environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

In November 1986, the voters of San Francisco approved *Proposition M, the Accountable Planning Initiative*, which added Section 101.1 to the *San Francisco Planning Code* to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to rezoning an area; prior to issuing a permit for any project which requires an Initial Study under CEQA; prior to issuing a permit for any demolition, conversion, or change of use; and prior to taking any action which requires a finding of consistency with the *General Plan*, the City is required to find that the proposed project or legislation is consistent with the Priority Policies. The case report and approval motions for the proposed project will contain the analysis determining whether the proposed project is consistent with the Priority Policies.

E. ENVIRONMENTAL ANALYSIS FOR REZONING AND AMENDMENTS TO THE PLANNING CODE

The goal for the proposed rezoning to NC-3 (Moderate-Scale Neighborhood Commercial) and Planning Code Amendments for a Grocery Store Special Use Subdistrict is to allow a higher density of housing and a neighborhood grocery store that will be able to sell a full range of items including liquor, beer and wine. In other words, the proposed rezoning and changes to the *Planning Code* would allow the development project as proposed by the project sponsor. As the proposed area for the rezoning and changes to the *Planning Code* would be the same area as the proposed development project, the environmental effects of the rezoning and changes to the *Planning Code* would be the same as the proposed development project.

The Initial Study for the proposed development project (see Appendix A, page A-1) found that the development project would have either no significant environmental effects or less-than-significant environmental effects after implementation of mitigation measures in the environmental areas of land use, air quality, population, shadows, wind, noise, utilities/public services, biology, geology/topography, water, energy, natural resources, hazards, and historic architectural cultural resources. Therefore, the rezoning/Special Use Subdistrict project would also have no impacts in these areas. The Initial Study found that transportation had a potential for significant environmental impacts and is discussed in this SEIR. Land use and visual quality are discussed in the SEIR for informational purposes.

III. ENVIRONMENTAL SETTING AND IMPACTS

On October 5, 2000, a Final Environmental Impact Report (FEIR) was certified by the San Francisco Planning Commission for a four-story building providing 313,000 square feet of business services/ multimedia space and two levels of underground parking at 450 Rhode Island Street. Pursuant to Sections 15162 and 15163 of the California Environmental Quality Act (CEQA), a supplement to an EIR may be prepared when substantial changes are proposed in the project and/or substantial changes have occurred with respect to circumstances under which the project would be undertaken, but "only minor additions or changes would be necessary to make the FEIR adequately apply to the project in the changed situation." Since certification, the project has changed from a business service/multimedia project to a mixed-use residential/retail development requiring a rezoning and creation of the Grocery Store Special Use Subdistrict (Grocery Store SUD).

A Notice that a Supplemental EIR is Determined to be Required (with an attached Initial Study) was published on November 1, 2002. The Initial Study determined that the following effects of the proposed project would either be insignificant or would be reduced to a less-than-significant level by mitigation measures included in the proposed project and thus required no further analysis: air quality, population; shadows; wind; noise; utilities/public services; biology; geology/topography; water; energy/natural resources; lead paint and asbestos hazards; and architecturally historic cultural resources (see Appendix A, page A-1, for the Initial Study). Therefore, the SEIR does not discuss these issues. The proposed project's potentially significant impacts in the area of transportation are assessed in this chapter. A discussion of the project's visual quality/urban design is contained in the SEIR for informational purposes. A section of growth inducement is also included.

A. LAND USE, ZONING, AND GENERAL PLAN CONSISTENCY

SETTING

LAND USE

The approximately 80,000-square-foot project site occupies the entire block bounded by Rhode Island, 17th, Kansas, and Mariposa Streets in San Francisco's Potrero Hill neighborhood. It is about four blocks east of the Mission District and two blocks west of Jackson Playground. The site is currently vacant and

was formerly occupied by a large single-story steel frame building housing S&C Ford, an automobile parts and service center.

The neighborhood north and northeast of the project site is characterized by a variety of mixed commercial and light industrial uses, dominated by home furnishings/interior design businesses. In addition, there are a number of small and medium-sized office buildings in the area. Buildings in the area range from one to six stories in height, though the majority are two or three stories.

Immediately north, across Rhode Island Street, is a newly constructed four-story 50-foot-tall office building. To the west of this block (i.e., diagonally across from the proposed project site) are approximately ten contemporary furniture, antiques, and home furnishings stores housed in one- and two-story wood frame and cement block buildings. The western side of the block contains studios for a design company, an auto body shop, and offices for the J. David Gladstone Institute, which conducts disease research. The block immediately west of the project site contains a few furniture stores, a Chinese restaurant, the Middendorf Breath Institute, the Breath Center of San Francisco, and a restaurant. The east side of this block is lined with single-family residences, while single-family homes intermixed with duplexes occupy the west side of the block. A section of the U.S. 101 freeway passes just west of this block and curves to the southwest. The freeway becomes elevated between Mariposa and 17th Street as Potrero Hill drops away beneath it.

A two-story, 40-foot-high office building occupies most of the block to the east of the project site. The building houses offices for a number of companies, many of them were multimedia companies now out of business, and a large retail furniture store. A private fenced garden behind the building appears to be utilized by the office building occupants. A wood-frame teddy bear factory and retail store is also located in this block, at the northwest corner of Mariposa and De Haro Streets. The commercial uses in the block immediately northeast of the project site are quite varied. The block includes an auto repair shop, plumbing repair company, furniture store, dance school studio, three-story live-work building, large vacant lot, and a three-story cement block building with nine office tenants. The block also contains a one-story metal building housing two restaurants, a bakery/café, art gallery, night club, and an office.

A sharp transition in land uses occurs at Mariposa Street, with the blocks to the south almost entirely occupied by single-family and multi-unit residential buildings. Two notable exceptions are the St. Gregory's Episcopal Church, on the southwest corner of Mariposa and De Haro Streets, and the two-story Slovenian Hall, located on the southwest corner of Mariposa and Vermont Streets. The project site is about two blocks south of a concentration of large showrooms, building complexes, and small individual businesses devoted to the sale of home furnishings, antiques, and home accessories. Among the larger and better known of these venues are Showplace Square, the San Francisco Design Center, the Design Pavilion, and Beacon Hill Showrooms.

ZONING

The project site is located in an M-1 (Light Industrial) District and a 40-X Height and Bulk District. The M-1 District is one of two types of districts providing land for industrial development. M-1 districts are more suitable for smaller industries dependent upon truck transportation. Most industries are permitted in M-1 districts unless they possess particularly noxious characteristics. The permitted industries have certain requirements as to enclosure, screening, and minimum distance from residential districts. All other commercial uses are also permitted in M-1 districts, at a FAR (floor area ratio) of 5:1 such that up to 400,000 square feet of commercial development is currently permitted at the site. Residential units are also permitted with Conditional Use authorization in M-1 districts. With PUD authorization, up to 132 dwelling units would be permitted on the project site.

As noted in the previous chapter, two amendments have been introduced at the Board of Supervisors that would rezone the site from M-1 to a mixed-use zoning district, NC-3 (Moderate-Scale Neighborhood Commercial), and create the 17th and Rhode Island Street Grocery Store Special Use Subdistrict (Grocery Store SUD). In an NC-3 district, only certain commercial uses (primarily retail, personal and professional services) and institutional uses are permitted at a FAR of 3.6:1, such that up to 288,000 square feet of retail, personal and professional service or institutional uses would be permitted on the project site. Residential units are also permitted as a principal use in NC-3 districts. With PUD authorization, up to 199 dwelling units would be permitted on the project site. The proposed rezoning would limit the types of nonresidential development that could be constructed on the project site (not permitting most industrial uses) and reduce the maximum amount of such development from 400,000 square feet to 288,000 square feet (a reduction of 112,000 square feet), while increasing the number of

dwelling units that could be constructed on the site from up to 132 units to up to 199 units (an increase of 67 units).

There are no restrictions on the sale of liquor, beer and wine sales in M-1 districts. However, pursuant to a 2000 amendment to the *Planning Code*, off-sale liquor, beer and wine sales (ABC Type 20 and Type 21 licenses) are not permitted in NC-3 districts, although such sales are permitted in all other NC districts. The Grocery Store SUD overlay would permit liquor, beer and wine sales as an integral element of a grocery store of not less than 30,000 square feet with Conditional Use authorization, despite the underlying NC-3 zoning. The proposed project would be permitted in the NC-3 and Grocery Store SUD with conditional authorization.

The project site is located in a 40-X Height and Bulk District, which imposes a 40-foot height limit, with which the project would conform. No amendment to the current 40-X Height and Bulk District is proposed. The proposed PUD under Section 304 of the *Planning Code* calls for a minor modification of how height is measured to take advantage of the natural contour of the site. Accordingly, the height of the building would be approximately 16½ feet at the corner of Kansas Street and Mariposa Street. As the hillside elevation decreases on the northern portion of the site, the building height, relative to ground level, would progressively increase, attaining a maximum height of approximately 52½ feet at the corner of 17th Street and Kansas Street. The building along 17th Street would be about 50 feet high, the same height as the 350 Rhode Island Street office building across 17th Street. In addition, there would be a mews running through the building east and west between Kansas and Rhode Island Streets This massing of the building would minimize the visual intrusion into scenic views available from private residences along Mariposa and Kansas Streets.

In February 2003, the Planning Department released its Rezoning Options Workbook for the Eastern Neighborhoods, including Showplace Square/Potrero Hill. The Workbook presented three rezoning alternatives for the Showplace Square/Potrero Hill area, including the project site. All three rezoning alternatives placed the project site in a Residential/Commercial zoning district. The Residential/ Commercial zoning district would permit commercial and retail uses (including liquor, beer and wine sales) and would permit residential dwelling units with no density limitation. The proposed rezoning to NC-3 and Grocery Store SUD is an interim zoning scheme that is intended to be consistent with the proposed Residential/Commercial zoning and would be in place only until the Residential/Commercial

zoning for the area is finalized and adopted by the Board of Supervisors, which would likely not occur until some time in 2004.

PLANS

The General Plan

The proposed rezoning and project would change the use of the site in a manner generally consistent with the *General Plan.* Some key objectives and policies of the *General Plan* relevant to the proposed project are noted here; others may be addressed during consideration of project approval.

Residence Element

- Objective 1, to "to provide new housing, especially permanently affordable housing, in appropriate locations which meets identified housing needs and takes into account the demand for affordable housing created by employment growth."
- Objective 1, Policy 2, to "facilitate the conversion of underused industrial and commercial areas to residential use."
- Objective 1, Policy 3, to "create incentives for the inclusion of housing, including permanently affordable housing in commercial developments."
- Objective 1, Policy 4, to "locate infill housing on appropriate sites in established neighborhoods."
- Objective 2, Policy 2, to "encourage higher residential density in areas adjacent to downtown, in underutilized commercial and industrial areas proposed for conversion to housing, and in neighborhood commercial districts."
- Objective 7, Policy 2, to "include affordable units in large housing projects."
- Objective 12, Policies 2 and 4, to "allow appropriate neighborhood-serving commercial activities in residential areas"; and to "promote construction of well designed housing that conserves existing neighborhood character."
- Objective 13, Policy 5, to "encourage economic integration in housing by ensuring that new permanently affordable housing is located in all of the City's neighborhoods, and by requiring that all new large market rate residential developments include affordable units."

Commerce and Industry Element

- Objective 1, Policy 1, to "encourage development which provides substantial net benefits and minimizes undesirable consequences. Discourage development which has substantial undesirable consequences that cannot be mitigated."
- Objective 3, to "provide expanded employment opportunities for City residents, particularly the unemployed and economically disadvantaged."
- Objective 6, Policies 1, 3, 4, and 5, to "ensure and encourage the retention and provision of neighborhood-serving goods and services in the city's neighborhood commercial districts, while recognizing and encouraging diversity among the districts"; to "promote the mixed commercial-residential character in neighborhood commercial districts"; to "encourage the location of neighborhood shopping areas throughout the city so that essential retail goods and personal services are accessible to all residents"; and to "discourage the creation of new commercial areas except in conjunction with new supportive residential development and transportation capacity."

Urban Design Element

- Objective 1, Policy 3, to "recognize that buildings, when seen together, produce a total effect that characterizes the city and its districts."
- Objective 3, Policy 1, to "promote harmony in the visual relationships and transitions between new and older buildings."
- Objective 3, Policy 2, to "avoid extreme contrasts in color, shape and other characteristics which will cause new buildings to stand out in excess of their public importance."
- Objective 3, Policy 5, to "relate the height of buildings to important attributes of the city pattern and to the height and character of existing development."
- Objective 3, Policy 6, to "relate the bulk of buildings to the prevailing scale of development to avoid an overwhelming or dominating appearance in new construction."

Recreation and Open Space Element

- Objective 4, Policies 5, 6 and 7, to "require private usable open space in the new residential development"; to "assure the provision of adequate public open space to serve new residential development"; and to "provide open space to serve neighborhood commercial districts."

The proposed project would be the rezoning of the site from M-1 to NC-3 and Grocery Store SUD and new construction of a two- to five-story building at 450 Rhode Island Street to provide approximately 168 residential units, about 4,000 square feet of retail space and approximately 34,500 square feet of

grocery store space (including liquor, beer and wine sales) and a parking garage for approximately 323 independently accessible self-park spaces. The proposed building would range in height from about 52½ feet at the corner of 17th Street and Kansas Street to about 16½ feet at the corner of Kansas Street and Mariposa Street, and would contain a total of approximately 204,800 square feet, plus approximately 117,000 square feet of parking and mechanical space.

The rezoning and addition of residential, retail and commercial uses to the site would represent a substantial change from the previous automobile repair and servicing use on the site. Most potential industrial uses would be eliminated. Pursuant to *Planning Code* Table 712, only retail stores, food and beverage services, trade shops, certain non-adult entertainment, and medical, personal and professional services are permitted in NC-3 districts as principal permitted uses, with certain other commercial and institutional uses permitted with Conditional Use authorization. The proposed rezoning from M-1 to NC-3 would reduce the maximum FAR (floor area ratio) of the site from 5:1 to 3.6:1, reducing the amount of commercial development that can occur on the site from up to 400,000 square feet to up to 288,000 square feet.

Off-sale liquor, beer and wine sales are currently permitted without zoning restrictions and without the need for Conditional Use authorization in the M-1 district. The proposed Grocery Store SUD would allow off-sale liquor, beer and wine sales only as an integral element of a grocery store of not less than 30,000 square feet and only with Conditional Use authorization by the Planning Commission.

The proposed rezoning would not add any new land uses that are not currently permitted on the project site, since M-1 zoning permits all land uses except noxious heavy industrial uses. Residential uses are permitted in the M-1 zoning district with Conditional Use authorization. Thus, there are no uses permitted in the NC-3 District and Grocery Store SUD that are not currently permitted on the project site either as principal permitted uses or with Conditional Use authorization. The permitted residential density would increase from up to 132 units to up to 199 units with PUD authorization.

The proposed rezoning and development project would result in increased density on the site, both in terms of building mass and on-site population, however, it would not be a significant effect because the project would be in an area that is intensively developed and that already supports substantial amounts

of residential, office, retail and commercial development in surrounding blocks. It would be generally compatible with the prevailing urbanized character of the area.

The former use, S&C Ford, moved to their own property in San Francisco so there was no loss of jobs. The proposed project is expected to provide up to 121 retail, professional and support jobs. In addition, the project would develop a pedestrian-friendly building that would be more compatible with the existing adjacent and surrounding land uses, and would include public open space, landscaped courtyards and street trees. Because the project would be developed within the existing block and street configuration, it would not divide the physical arrangement of an established community. In the context of a rapidly changing neighborhood with multiple land uses and building types in close proximity, the proposed rezoning and construction of the project would not have a significant land use impact.

B. VISUAL QUALITY AND URBAN DESIGN

The Initial Study concluded that the proposed project would not have significant adverse visual quality/urban design impacts (for further information, see Appendix A, page A-1). Visual quality/urban design information is included in the EIR for informational purposes and to orient the reader. Since no amendment to the existing 40-X Height and Bulk District is proposed, the proposed rezoning would have no visual quality/urban design impacts.

As noted in Section III.A, Land Use, Zoning, and General Plan Consistency, the project vicinity has a preponderance of two-story and three-story buildings, but taller buildings (up to six stories) are interspersed throughout the area. The bulk of the buildings in the area varies considerably and ranges from small one-story buildings to massive concrete structures spanning the blocks on which they are located. Though nominally two stories, some of these larger buildings are considerably taller than typical two-story buildings. The architecture of the buildings in the area also varies considerably. The area was heavily industrial when it was first developed, and many of the older buildings reflect this with their unadorned utilitarian style. In recent years, the neighborhood has increasingly evolved toward retail and office uses, which has resulted in a more pedestrian-friendly scale to buildings and a change in building designs. Through this evolution, the neighborhood has become more compatible with the residential development that extends south of 17th Street, and particularly south of Mariposa Street and west of Kansas Street. The increase in consumer-oriented uses has also provided a destination for these nearby residential occupants.

The architectural styles in the area also vary considerably among the buildings devoted to retail and/or offices uses. Modern glass and concrete office buildings and contemporary angular, pastel-colored stucco buildings are juxtaposed with bulky concrete bunker-style buildings and corrugated metal sheds. The area also sports two- and three-story wooden Victorian houses that have been converted to commercial and office uses, historic brick warehouses now used for showrooms and retail sales, and various other building styles. Although a cohesive architectural character is lacking, the area to the north and east of the proposed project site is decidedly urban and non-residential. Contributing to this urban character, and a trait that most of the disparate buildings in the area share, is complete or nearly complete lot coverage.

Traveling north from the project vicinity, the land uses become progressively more industrial the closer one gets to Mission Creek and the waterfront that lies to the northeast. This area is dominated by heavy industry, and includes manufacturing facilities, trucking companies, gravel companies, warehouses, storage yards, wholesalers, a maintenance and storage facility for garbage collection trucks, and a variety of maritime uses. West of the project vicinity is the Mission District, which is dominated by two- and three-story development consisting primarily of retail development along the major thoroughfares and residential development on the adjoining local streets making up the interior of the district. As previously noted, the area to the south of the project site is predominantly developed with single-family homes and multi-family residential buildings; however, there are industrial/office uses, such as the Anchor Steam Brewery, located to the southeast.

The slope of Potrero Hill in the project vicinity provide vantage points from some locations for views of downtown San Francisco and San Francisco Bay. Most of these views are available from private properties and public rights-of-way from the City street network. One such view is available immediately adjacent to the project site, from the intersection of Kansas and Mariposa Streets. This location provides views of the downtown skyline, portions of central San Francisco Bay, the west span of the Bay Bridge, Yerba Buena, and the East Bay hills. Street-level views are not available from most locations in the project area due to the intervening buildings.

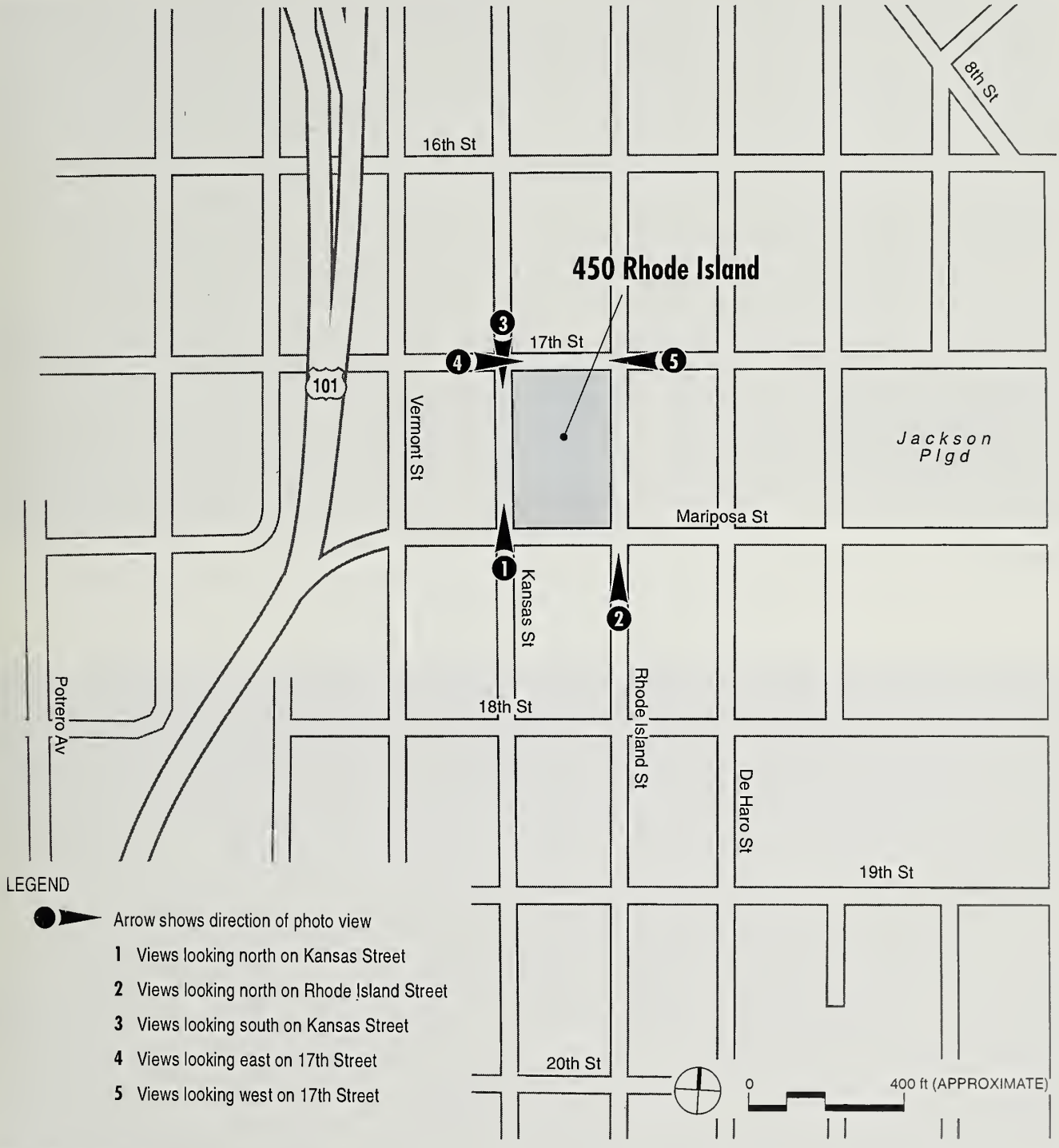
Views of the Proposed Development Project

As shown in the photomontages (Figures 10 to 15, pages 45 to 50) the proposed project building would be compatible with the surrounding neighborhood in terms of scale and design. For example, the building would step down the slopes of the streets surrounding the block. It would be similar in overall bulk to the large glass and cement office building located immediately east of the site, as well as with the four-story glass, aluminum, and concrete building immediately north of the site. Although at its highest point the building would be higher than the immediately adjacent buildings, the Mariposa Street frontage would be lower than many buildings in the vicinity. The Rhode Island Street frontage would be comparable in scale to the adjacent buildings located on Rhode Island Street. Along the higher 17th Street frontage, the building would be comparable in height to the office building across the street and with other taller buildings in the district, such as the five-story Takahashi building located two blocks north.

The articulated design of the proposed building façade, the open courtyard, the contrast of different colors between building sections, and the use of bay windows similar to windows of the nearby residences would all serve to break up the mass of the building and provide it with a contemporary residential design that would integrate with the rest of the residential and commercial neighborhood. The façade on Mariposa Street has been partially set back and the height minimized to less than half of that allowed for the site on the south side, where there would be a pocket park at the most visible corner of the site, at Kansas Street and Mariposa Street.

Although the proposed building would be built to the lot line at ground level along most of its street frontages, above ground level, the façade would feature varying residential articulation every 25 feet, some of which would be set back or recessed. A landscaped mews is situated between the two proposed residential components to further break up the mass of the project. The introduction of numerous street trees along the site perimeter would further enhance the site.

Lighting for the project would consist of downward-directed lighting around the perimeter of the building, which would reduce nighttime glare on the adjacent residences. The proposed project lighting should help to increase a sense of security and safety around the site at night, which could benefit the residential neighborhood south and west of the project, as well as the immediate vicinity. Because the proposed parking for the project would be shielded from view in a below-grade garage under the



Source: During Associates

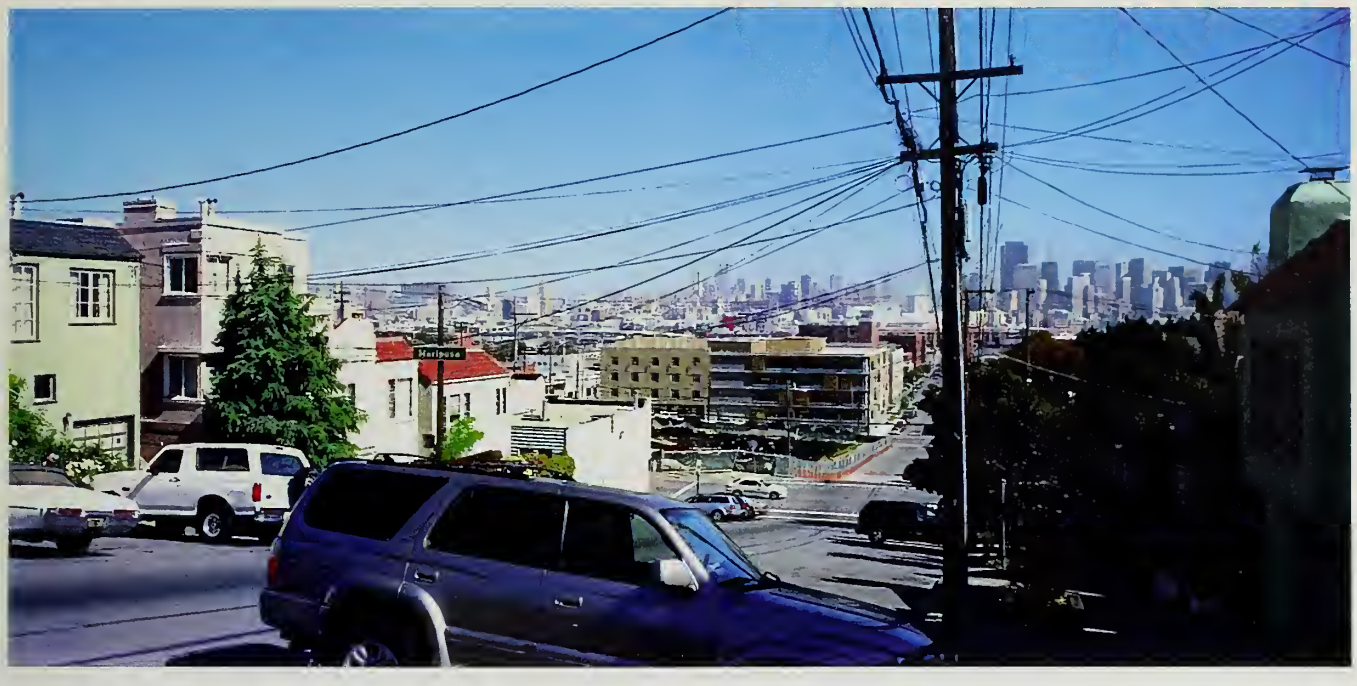
PHOTO LOCATION MAP FIGURE 10

Project Site

Photomontage

Source: Square One Productions

VIEWS LOOKING NORTH ON KANSAS STREET FIGURE 11



Project Site

Photomontage

Source: Square One Productions

VIEWS LOOKING NORTH ON RHODE ISLAND STREET FIGURE 12

Project Site

Photomontage

Source: Square One Productions

VIEWS LOOKING SOUTH ON KANSAS STREET FIGURE 13

Project Site

Photomontage

Source: Square One Productions

VIEWS LOOKING EAST ON 17TH STREET FIGURE 14

Project Site

Photomontage

Source: Square One Productions

VIEWS LOOKING WEST ON 17TH STREET FIGURE 15

building, the majority of the project's parking demand would be met onsite without creating the visual impact of a parking lot or parking structure.

In summary, a vacant site that offers no inducement to pedestrians or offsite viewers would be replaced with a building that would be designed to be separated into visual elements. The introduction of a pocket park, mid-block mews and numerous street trees would provide new amenities to a block that is currently vacant and formerly an auto service center.

The project would partially block an existing scenic view available to the public from the intersection of Mariposa and Kansas Streets. The downtown skyline and portions of San Francisco Bay are visible from the intersection and the adjacent sidewalks. Construction of the proposed building would intrude into this viewshed, blocking a portion of the view currently available to pedestrians. This effect would be most pronounced at the northeast corner of the intersection, where the building would be about 16½ feet high at the corner and set back from a new pocket park. Partial views would still be available from all four corners of the intersection, and would include the majority of the extant downtown skyline view, which is the most dramatic and commanding component in the viewshed.

In addition, by traveling less than 50 feet south along Kansas Street, distant views of the skyline currently available from the sidewalks would be largely preserved. The project along Kansas Street would not represent a significant alteration of the view of the City skyline. The western tower of the Bay Bridge would remain visible.

The proposed building would also block or partially block some private scenic views available from residences along Mariposa and Kansas Streets. The number of residences thus affected would be limited, and obstruction of these private views by the project would not be considered a significant environmental impact.

C. TRANSPORTATION

A transportation study for the proposed rezoning and project was conducted by Wilbur Smith Associates.[1] The results are summarized in this section. As noted in Chapter II, Project Description, the environmental effects of the rezoning would be the same as the development project.

SETTING

ROADWAY NETWORK

Travel to and from the project site involves the use of regional and local transportation facilities, highways and transit operators that link San Francisco with other parts of the Bay Area and northern California. The project site is accessible by local streets with connections to and from regional freeways and highways, as shown on Figure 1, page 21.

United States Highway 101 (US 101) and Interstate 80 (I-80) provide the primary regional access to the project area. US 101 serves San Francisco and the Peninsula/South Bay, and extends north via the Golden Gate Bridge to the North Bay. I-80 connects San Francisco to the East Bay and points east via the San Francisco-Oakland Bay Bridge. US 101 merges with I-80 to the northwest of the project site. In the vicinity of the proposed project, US 101 has eight travel lanes. Nearby northbound access is provided with an off-ramp at Mariposa Street, and on-ramps at Cesar Chavez Street and at Seventh Street. Nearby southbound access is provided with on-ramps at Tenth Street and at Potrero Avenue, and off-ramps at Eighth Street and at Cesar Chavez Street.

Interstate 280 (I-280) provides regional access to the project site from western San Francisco and the South Bay/Peninsula, and to and from downtown San Francisco. In the vicinity of the proposed project, I-280 is a six-lane freeway. I-280 and US 101 intersect to the southwest of the proposed project. Nearby northbound and southbound on- and off-ramps are located at Mariposa and 18th Streets, and at Cesar Chavez Street.

Sixteenth Street is a two-way east-west roadway that runs from Illinois Street (east of Third Street) to Flint Street. In the vicinity of the project site, 16th Street has two westbound lanes and one eastbound

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[1] Wilbur Smith Associates, *450 Rhode Island Street Mixed-Use Project Transportation Study – Final Report*, Case No. 1999.410E, February 13, 2003.

lane, plus on-street parking, 10- to 15-foot-wide sidewalks and bicycle lanes on both sides of the street. The *San Francisco General Plan* identifies 16th Street a Secondary Arterial in the CMP Network, part of the Metropolitan Transportation System (MTS), a Transit Preferential Street (transit oriented) between Church and De Haro Streets. In addition, 16th Street is part of Citywide Bicycle Route #40 between Third and Kansas Streets.

Seventeenth Street is a two-way east-west roadway that runs between Pennsylvania and Stanyan Streets. In the vicinity of the proposed project, 17th Street has one travel lane in each direction, 10- to 12-foot-wide sidewalks, and on-street parking on both side of the street. The *San Francisco General Plan* identifies 17th Street as part of Citywide Bicycle Route #40 between Kansas Street and Corbett Avenue.

Mariposa Street is a two-way east-west roadway between Illinois and Harrison Streets (but does not connect under US 101). In the vicinity of the project site, Mariposa Street has one lane in each direction, with 12-foot-wide sidewalks and on-street parking on both sides of the street. An off-ramp for US 101 northbound is located at the intersection of Vermont and Mariposa Streets, and on- and off-ramps for I-280 are located near Pennsylvania and Indiana Streets.

Vermont Street is a north-south roadway between Division and Cesar Chavez Streets. Between Mariposa and Division Street, Vermont Street is one-way northbound with three travel lanes; south of Mariposa Street, Vermont Street has one travel lane in each direction. In the vicinity of the proposed project, Vermont Street has sidewalks and on-street parking on both sides of the street. An off-ramp for US 101 northbound is located at the intersection of Vermont and Mariposa Streets. Between 17th and 18th Street, vehicles over 6,000 pounds are prohibited on Vermont Street (see the *San Francisco Traffic Code*).

Kansas Street is a two-way north-south roadway that runs between Division and Cesar Chavez Streets. In the vicinity of the proposed project, Kansas Street has one lane in each direction, plus 10- to 15-foot-wide sidewalks and on-street parking on both sides of the street and 90 degree parking on the east side between Mariposa Street and 17th Street. The *San Francisco General Plan* identifies Kansas Street as part of Citywide Bicycle Route #123 between 17th and Division Streets.

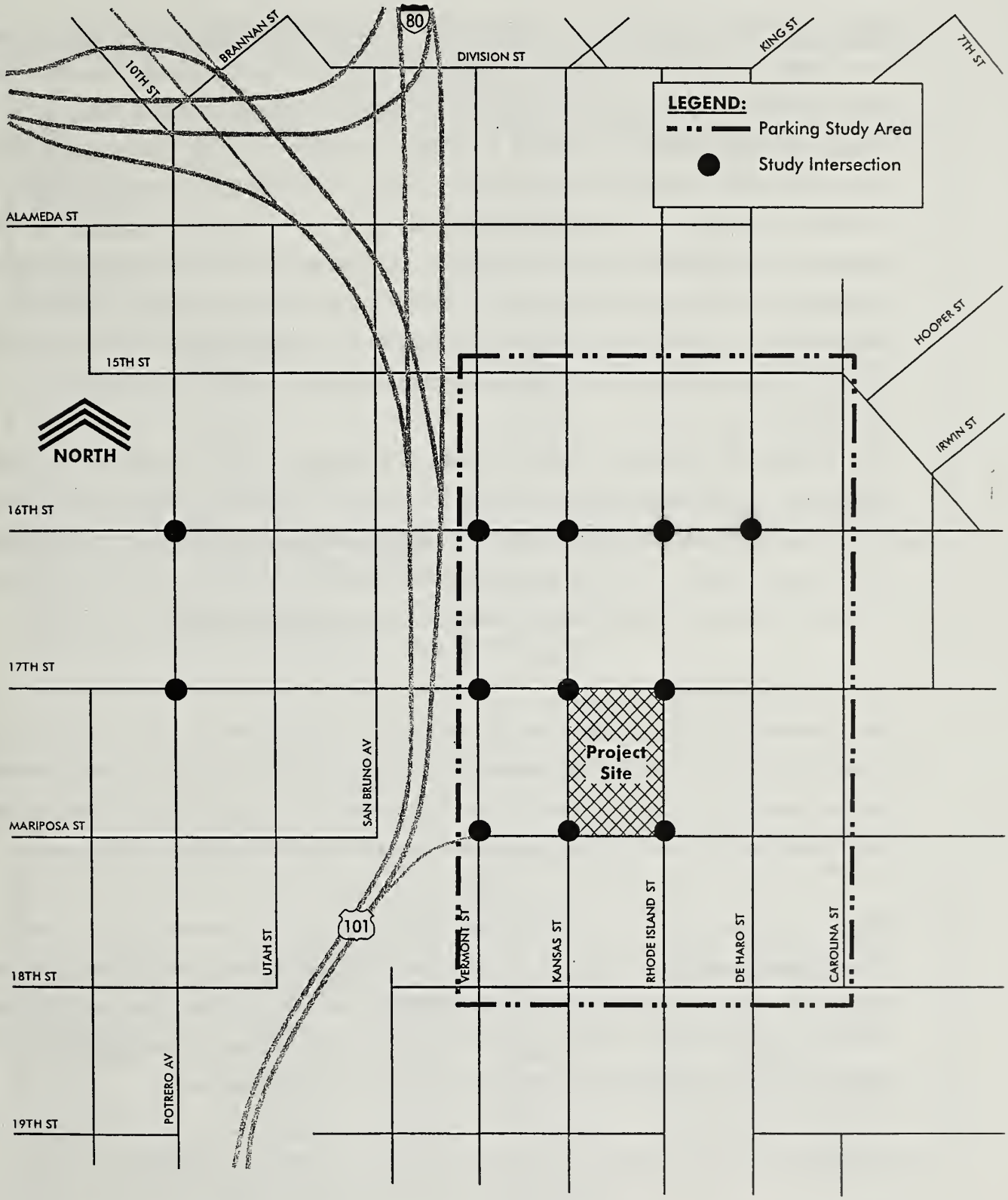
Rhode Island Street is a north-south roadway between Division and Twenty-sixth Streets. In the vicinity of the proposed project, Rhode Island Street has one lane in each direction, with 9- to 15-foot-wide sidewalks and on-street parking on both sides of the street.

Potrero Avenue is a north-south roadway between Brannan and Cesar Chavez Streets, and serves as a major north-south roadway through the eastern part of the City. South of Cesar Chavez Street, Potrero Avenue connects with Bayshore Boulevard. In addition, Potrero Avenue provides direct access to US 101 at the Cesar Chavez freeway ramps. Near the project site, Potrero Avenue has three lanes in each direction, with on-street parking provided on both sides of the street. The *San Francisco General Plan* identifies Potrero Avenue as a Major Arterial in the CMP Network, an MTS Street, a Transit Preferential Street (secondary transit street), and part of Citywide Bicycle Route #25 (between Cesar Chavez Street and 17th Street).

INTERSECTION OPERATIONS

Existing intersection operating conditions were evaluated for the weekday p.m. peak hour (generally between 5:00 and 6:00 p.m.) of the p.m. peak period (4:00 to 6:00 p.m.) for 12 intersections in the vicinity of the project site (see Figure 16, page 55). Intersection turning movement counts were collected at the study intersections in June of 2002.

Three of the study intersection are controlled by traffic signals, and eight of the intersections are STOP-controlled (either two-way or all-way). The operating characteristics of both signalized and unsignalized intersections are described by the concept of Level of Service (LOS). LOS is a qualitative description of an intersection's performance based on the average delay per vehicle. Intersection level of service ranges from LOS A, which indicates free flow or excellent conditions with short delays, to LOS F, which indicates congested or overloaded conditions with extremely long delays. Typically, LOS E and F represent unacceptable levels of service.



Source: Wilbur Smith Associates

PARKING STUDY AREA AND STUDY INTERSECTIONS FIGURE 16

Both signalized and unsignalized intersections were evaluated using the *2000 Highway Capacity Manual* methodology.[2] For signalized intersections, this methodology determines the capacity of each lane group approaching the intersection. The LOS is then based on average delay (in seconds per vehicle) for the various movements within the intersection. A combined weighted average delay and LOS are presented for the intersection. For unsignalized intersections, the average delay and LOS operating conditions are calculated by approach (e.g., northbound) and movement (e.g., northbound left-turn), for those movements that are subject to delay. For the purpose of this report, an unsignalized intersection was considered to operate at unacceptable conditions if more than one approach operated at LOS E or F. As such, in the LOS summary tables, the operating conditions for unsignalized intersections are presented for the worst approach, and it is noted if an additional approach also operates at LOS E or F.

Table 1 on the following page presents the results of the intersection LOS analysis for the existing weekday p.m. peak hour conditions. During the weekday p.m. peak hour, the three signalized intersections (16th/Kansas, 16th/Potrero and 17th/Potrero) currently operate at LOS B or C, with relatively low delays per vehicle. At the unsignalized intersections, all intersections currently operate with acceptable conditions (i.e., more than one approach does not operate at LOS E or F).

TRANSIT NETWORK

The project site is served by public transit, with both local and regional service provided in the vicinity of the proposed project. Local service is provided by the San Francisco Municipal Railway (Muni) bus lines, which can also be used to access regional transit operators (including BART, AC Transit, Golden Gate Transit, SamTrans and Caltrain). In addition, SamTrans operates nearby on Potrero Avenue.

Muni

Muni provides transit service within the City and County of San Francisco, including bus (both diesel and electric trolley), light rail (Muni Metro), cable car and electric streetcar lines. Muni operates six bus lines in the vicinity of the proposed project. Table 2, page 57, presents nearby Muni route information and Figure 17, page 58, illustrates the nearby bus routes and their stop locations.

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[2] *2000 Highway Capacity Manual*, Transportation Research Board, 2000.

Table 1 Intersection Level of Service Existing Conditions – Weekday PM Peak Hour			
Intersection	**Delay**	**LOS**	**Worst Approach**
Signalized			
16th / Kansas	13.8	B	–
16th / Potrero	23.5	B	–
17th / Potrero	28.3	C	–
Unsignalized[1]			
16th /De Haro (AWSC)	31.8	D	Eastbound
16th / Rhode Island (TWSC)	24.3	C	Northbound
16th / Vermont (AWSC)	31.2	D	Eastbound
17th / Rhode Island (AWSC)	17.3	C	Eastbound
17th / Kansas (AWSC)	25.4	D	Westbound
17th / Vermont (AWSC)	27.1	D	Westbound
Mariposa / Rhode Island (AWSC)	8.6	A	Westbound
Mariposa / Kansas (AWSC)	10	B	Southbound
US101 off-ramp/Mariposa/Vermont (TWSC)	28.7	D	Northbound

Source: Wilbur Smith Associates – February 2003

Notes:

Delay presented in seconds per vehicle.

[1] Delay and LOS presented for worst approach.

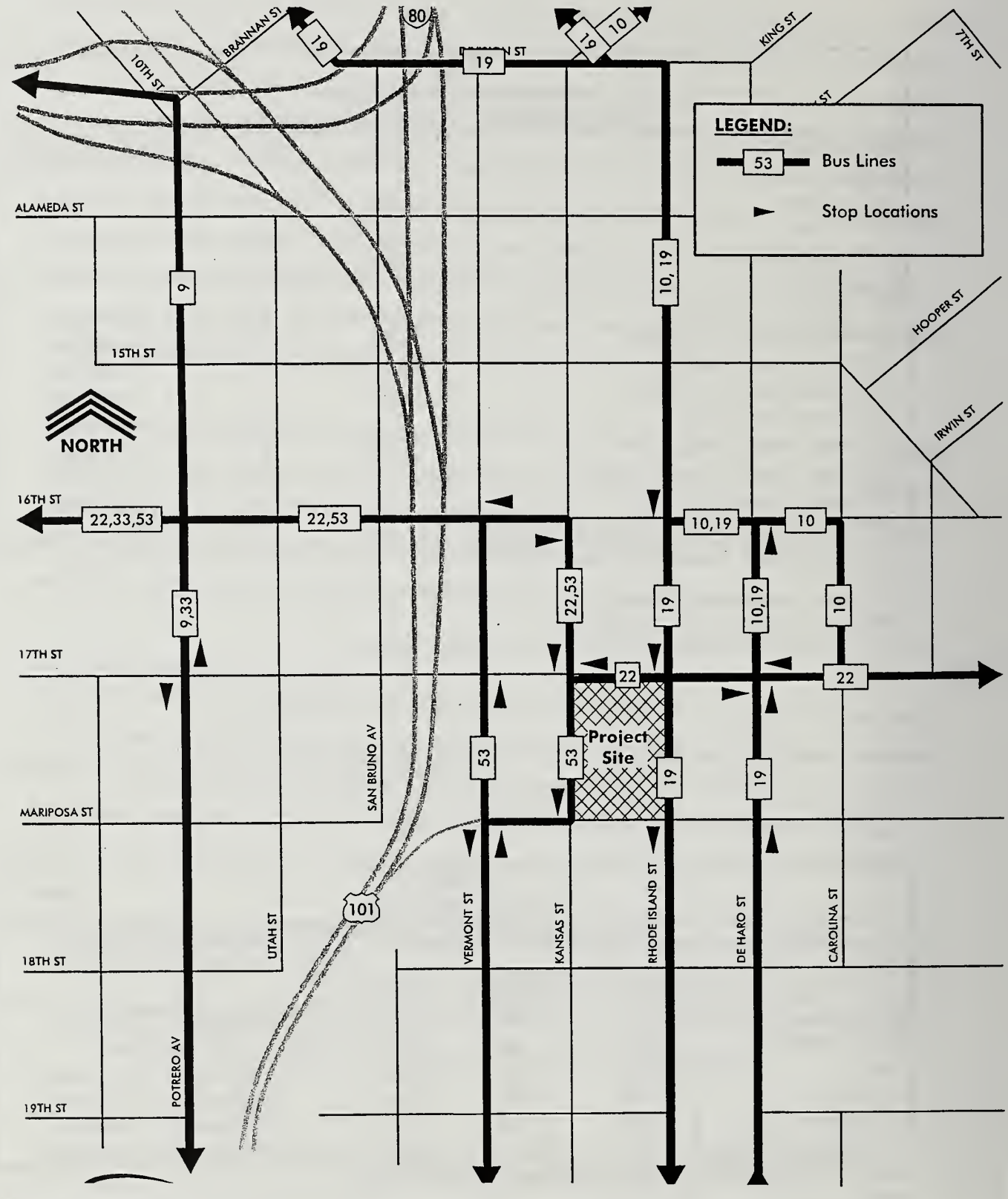
AWSC = All-way STOP controlled; TWSC = Two-way STOP controlled.

Table 2 Nearby Muni Lines				
Route	**Weekday Service Frequency**			**Nearest Stop Location (inbound, outbound)**
	AM	**Midday**	**PM**	
9-San Bruno	8 min.	10 min.	8 min.	17th/Potrero, 17th/Potrero
10-Townsend	10 min.	12 min.	10 min.	17th/De Haro[1]
19-Polk	10 min.	15 min.	10 min.	17th/De Haro, 17th/Rhode Island
22-Fillmore	8 min.	8 min.	6 min.	17th/Kansas, 17th/De Haro
33-Stanyan	15 min.	15 min.	15 min.	17th/Potrero, 17th/Potrero
53-Southern Heights	30 min.	30 min.	30 min.	17th/Vermont, Mariposa/Kansas

Source: 2002 Muni Schedule, Wilbur Smith Associates – February 2003

Note:

[1] 10-Townsend terminates at 17th/De Haro.



Source: Square One Productions

EXISTING TRANSIT NETWORK AND STOP LOCATIONS FIGURE 17

Three of the Muni bus lines operate immediately adjacent to the project site: the 19-Polk travels southbound on Rhode Island Street, the 22-Fillmore travels eastbound and westbound on 17th Street (and turns from Kansas Street) and the 53-Southern Heights travels southbound on Kansas Street. It should be noted that the 22-Fillmore bus line runs trolley coaches and overhead wires are located along 17th Street adjacent to the project site. The 10-Townsend stops about 400 feet (one block) from the project site.

REGIONAL TRANSIT

East Bay: Transit service to and from the East Bay is provided by BART (under Market Street and Mission Street) and AC Transit. BART operates regional rail transit service between the East Bay (from Pittsburg/Bay Point, Richmond, Dublin/Pleasanton and Fremont) and San Francisco, and between northern San Mateo County (Daly City and Colma) and San Francisco. The nearest BART station is the 16th Street Station, located about 1.0 mile west of the project site. The Alameda-Contra Costa Transit District (AC Transit) is the primary bus operator for the East Bay, including Alameda and western Contra Costa Counties. AC Transit operates 37 routes between the East Bay and San Francisco, all of which terminate at the Transbay Terminal (located about 2.0 miles northeast of the project site).

South Bay: Transit service to and from the South Bay is provided by BART, SamTrans and Caltrain. SamTrans provides bus service between San Mateo County and San Francisco, including 14 bus lines which serve San Francisco (12 routes serve the downtown area). In general, SamTrans service to downtown San Francisco operates along Mission Street to the Transbay Terminal. It should be noted that one SamTrans bus line (#292) runs on Potrero Avenue, about five blocks west of the project site. Caltrain provides rail passenger service on the Peninsula between Gilroy and San Francisco. Caltrain currently operates 66 trains each weekday, with a combination of express and local service. The San Francisco Caltrain terminal is located at Fourth and Townsend Streets, in the South of Market area (about 1.0 mile northeast of the project site).

North Bay: Transit service to and from the North Bay is provided by Golden Gate Transit buses and ferries. Between the North Bay (Marin and Sonoma Counties) and San Francisco, Golden Gate Transit operates 22 commute bus routes, nine basic bus routes and 16 ferry feeder bus routes, most of which serve the Van Ness Avenue corridor or the Financial District. Golden Gate Transit also operates ferry service between the North Bay and San Francisco. During the morning and evening commute periods,

ferries are operated between Larkspur and San Francisco and between Sausalito and San Francisco. The San Francisco terminal is located at the Ferry Building, at The Embarcadero and Market Street.

All regional transit providers can be accessed from the proposed project via Muni bus and light rail service. To travel between the 16th Street BART and the project site, riders can use the Muni 22-Fillmore, 33-Stanyan and 53-Southern Heights bus lines. To travel between Caltrain Station or the Transbay Terminal and the project site, riders can use the Muni 10-Townsend bus line. To travel between Ferry Building and the project site, riders can use the Muni 10-Townsend or 19-Polk bus lines and transfer to other Muni bus or Metro lines on Market or Mission Streets.

PARKING CONDITIONS

The existing on- and off-street parking conditions were examined within a study area generally bounded by Fifteenth Street to the north, Carolina Street to the east, Vermont Street to the west, and 18th Street to the south. The supply and occupancy of the on- and off-street parking were determined for the weekday midday period (between 1:00 and 3:00 p.m.) and the weekday evening period (between 6:00 and 9:00 p.m.) based on field surveys conducted in June of 2002.

On-Street Parking

On-street parking in the study area primarily consists of unrestricted and unmetered spaces. Two-hour parking is provided on both sides of 17th Street between Rhode Island and De Haro Streets, plus the east side of Kansas Street between Division and Alameda Streets. In addition, one hour parking is provided on the west side of Kansas Street between 17th and 18th Streets. The remainder of the on-street parking is not time restricted. The on-street parking supply includes both parallel and 90-degree parking. The 90-degree parking is located along sections of 16th, 18th, Vermont, Kansas, Rhode Island, De Haro, and Carolina Streets. It should be noted that a residential permit parking area (area "X") is located to the southeast of the study area, and has 2-hour parking between 8:00 a.m. and 6:00 p.m., Monday through Friday.

Overall, there are approximately 997 on-street parking spaces within the study area, with an occupancy of about 79 percent during the weekday midday period and an occupancy of about 34 percent during the weekday evening period. During the midday, parking is generally fully occupied north of Mariposa Street but only about 50 percent occupied south of Mariposa Street. During the evening, parking

occupancy varies by block with some blocks highly utilized and others with less than 40 percent occupancy.

Off-Street Parking

Within the study area, there is one off-street parking facility, located at the southeast corner of the intersection of Fifteenth/Kansas. The facility provides public parking, although some spaces are reserved for employees of nearby businesses. Parking attendants are on-duty during the day. This facility contains 74 parking spaces, it operates at 14 percent of capacity during the weekday midday period and it is closed in the evening. It should be noted that the adjacent 350 Rhode Island Street building also contains an off-street parking garage; however, this building is not currently open.

PEDESTRIAN CONDITIONS

Adjacent to the project site, the sidewalks on Rhode Island, Kansas, 17th and Mariposa are currently closed, as a result of the previous construction at the project site. However, the sidewalks were previously 12 to 15 feet wide. In general, the sidewalks in the vicinity of the proposed project are in fair condition. Generally, there are low pedestrian volumes during both the weekday midday and p.m. peak periods in the vicinity of the proposed project – less than 100 pedestrians per hour. During both time periods, both the nearby sidewalk and crosswalk conditions were observed to be operating at free-flow conditions with pedestrians moving at normal walking speeds and with freedom to bypass other pedestrians.

BICYCLE CONDITIONS

In the vicinity of the project site, portions of four streets are designated as Citywide Bicycle Routes: 16th Street between Kansas and Third Streets (Class II, Route #40), 17th Street between Kansas Street and Corbett Avenue (Class III, Route #40), 17th Street between Harrison Street and Potrero Avenue (Class III, Route #25), Kansas Street between 17th and Division Streets (Class III, Route #123) and Potrero Avenue between Cesar Chavez and 17th Streets (Class III, Route #25).

Class II bicycle facilities are separate bicycle lanes adjacent to the curb lane, while Class III bicycle facilities are signed routes only, where bicyclist share travel lanes with vehicles. During field observations, bicyclists were observed riding along the established bicycle routes in the vicinity of the

proposed project site. Bicycle conditions were observed to be operating acceptably, with only minor conflicts between bicyclists, pedestrians and vehicles.

IMPACTS

SIGNIFICANCE CRITERIA

The following are the significance criteria used by the Planning Department for the determination of impacts associated with a proposed project:

Intersections: The operational impact on signalized intersections is considered significant when project-related traffic causes the level of service to deteriorate from LOS D or better to LOS E or F, or from LOS E to LOS F. For the purpose of this report, the operational impact on unsignalized intersections is considered significant when the project-related traffic causes the level of service to deteriorate from LOS D or better to LOS E or F at more than one approach, and signal warrants are satisfied. For an intersection that operates at LOS E or F in the base conditions, there may be a significant adverse impact depending upon the magnitude of the project's contribution to the worsening of delay. In addition, a project would have a significant adverse effect if it would cause major traffic hazards, or would contribute considerably to the cumulative traffic increases that would cause the deterioration in LOS to unacceptable levels.

Transit: The project would have a significant effect on the environment if it would cause a substantial increase in transit demand that could not be accommodated by adjacent transit capacity, resulting in unacceptable levels of transit service; or cause a substantial increase in operating costs such that significant adverse impacts in transit service levels could result. With the Muni and regional transit screenlines analyses, the project would have a significant effect on the transit provider if project-related transit trips would cause the capacity utilization standard to be exceeded during the weekday p.m. peak hour.

Parking: Parking supply is not considered to be a part of the permanent physical environment in San Francisco.[3] Parking conditions are not static, as parking supply and demand varies from day to night,

[3] Under California Public Resources Code, Section 21060.5, "environment" can be defined as "the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise and objects of historic or aesthetic significance."

day to day, month to month, etc. Hence, the availability of parking spaces (or lack thereof) is not a permanent physical condition, but changes over time as people change their modes and patterns of travel. Therefore, parking deficits are considered to be social effects, rather than impacts on the physical environment, as defined by CEQA.

Parking deficits may be associated with secondary physical environmental impacts, such as increased traffic congestion at intersections, air quality or noise effects caused by congestion. However, as noted above, in the experience of San Francisco transportation planners, the absence of a ready supply of parking spaces, combined with available alternatives to auto travel (e.g., transit, taxis, bicycles or walking) and the relatively dense patterns of urban development, may induce drivers to seek and find alternate parking facilities, shift to other modes of travel or change their overall travel habits. As such, resulting shifts to public transit, in particular, would be in keeping with the City's "transit first" policy.

Additionally, regarding potential secondary effects, auto circling and looking for a parking space in areas of limited parking supply is typically a temporary condition, often offset by a reduction in vehicle trips due to other who are aware of constrained parking conditions in the area. Hence, any secondary environmental impacts which may result from a shortfall in parking in the vicinity of the project would likely be minor and difficult to predict.

Thus, a parking shortage is not considered to be a permanent physical condition and is also not considered to be a physical environmental impact even though it is understood to be an inconvenience to drivers. Therefore, the creation of, or an increase in, parking demand resulting from a project that cannot be met by existing or proposed parking facilities would not itself be considered a significant environmental effect under CEQA. In the absence of such physical environmental impacts, CEQA does not require environmental documents to propose mitigation measures solely because a project is expected to generate parking shortfalls.

Pedestrians: The project would have a significant effect on the environment if it would result in substantial overcrowding on public sidewalks, create potentially hazardous conditions for pedestrians, or otherwise interfere with pedestrian accessibility to the site and adjoining areas.

Bicyclists: The project would have a significant effect on the environment if it would create potentially hazardous conditions for bicyclists or otherwise substantially interfere with bicycle accessibility to the site and adjoining areas.

Loading: Loading impacts were assessed by comparing the proposed loading space supply to the Planning Code requirements and the estimated loading demand during the peak hour of loading activities.

Construction: Construction-related impacts generally would not be considered significant due to their temporary and limited duration.

BASELINE CONDITIONS

To account for the occupancy of the adjacent 350 Rhode Island Street building[4] and near-term changes to the nearby roadway network, a Baseline condition of existing conditions plus the 350 Rhode Island building was developed and project effects were measured against the Baseline condition.

The 350 Rhode Island Street building was constructed in 2000/2001 and contains approximately 247,550 square feet of office space, 3,000 square feet of retail space and 350 self-park parking spaces (up to 472 spaces if attendant-park). During the weekday p.m. peak hour, the 350 Rhode Island Street building was estimated to generate 211 vehicle-trips (17 inbound and 194 outbound), plus 54 transit trips and 58 walk/other trips. In addition, the building was estimated to have a weekday midday parking demand of about 604 spaces (511 long-term and 93 short-term). The distribution and assignment of the vehicle-trips generated by the 350 Rhode Island Street building were obtained from the transportation study conducted for that project, and these trips were then added to the Existing traffic volumes to determine the Baseline traffic volumes.

[4] At the time the intersection turning movement volumes and parking occupancy were counted for the analysis contained in this report (June 2002), the building was not yet occupied.

As part of the mitigation measures for the ongoing Mission Bay development, the intersection of 16th/Vermont will be signalized in the spring of 2003. Since this improvement is planned to occur prior to the opening of the proposed project, it was included as part of the Baseline conditions.[5]

PROJECT TRAVEL DEMAND – BASELINE PLUS PROJECT CONDITIONS

Travel demand refers to the new vehicle, transit, pedestrian and other traffic that would be generated by the proposed project. The travel demand, parking demand and freight/service vehicle loading demand estimates were based on information contained in the San Francisco Planning Department's Transportation Impact Analysis Guidelines (*SF Guidelines*), published in October 2002, the 2000 U.S. Census journey-to-work information for census tract that contains the project site and information provided by the Project Sponsor.

Trip Generation

The person-trip generation includes residents, employees and visitors to the proposed mixed-use building (residential, grocery store and retail) and are based upon weekday daily and p.m. peak hour trip generation rates (number of trips per unit for residential uses and number of trips per 1,000 square feet for grocery store/retail uses). Overall, the proposed project would generate a total of about 12,295 person-trips on a weekday daily basis and about 1,052 person-trips during the weekday p.m. peak hour (see Table 3 on the following page). Approximately 52 percent of the weekday p.m. peak hour person-trips would be inbound to the site and 48 percent would be outbound from the site. The previously approved project would have generated about 5,683 new daily person trips and approximately 483 p.m. peak hour trips. Approximately 6 percent of the weekday p.m. peak hour person trips would have been inbound to the site and about 94 percent would have been outbound from the site.

[5] Other changes to the roadway network associated with Mission Bay, such as the upcoming signalization of the intersection of 16th/Seventh, would either be outside the study area or would occur later. As such, these improvements were not included in the Baseline conditions.

Table 3 Proposed Project Person-Trip Generation				
Land Use	**Daily Trip Rate**	**PM Peak Hour Trip Rate**	**Daily Person-Trips**	**PM Peak Hour Person-Trips**
Residential	8.63/unit	1.5/unit	1448	250
Grocery Store	297/1,000 gsf	21.7/1,000 gsf	10247	748
Retail	150/1,000 gsf	13.5/1,000 gsf	600	54
Total			**12295**	**1052**

Source: SF Guidelines, Wilbur Smith Associates - February 2003

Mode Split

The project-generated person-trips were assigned to travel modes in order to determine the number of auto, transit and other trips. "Other" includes walk, bicycle, motorcycle and additional modes, plus linked trips between various project land uses. During the weekday p.m. peak hour, about 60 percent of all person-trips would be by auto, 13 percent by transit and 27 percent by other modes (see Table 4). The proposed project would generate about 405 vehicle-trips during the weekday p.m. peak hour, 55 percent of which would be inbound to the site and 45 percent of which would be outbound from the project site.

Table 4 Trip Generation by Mode – Weekday PM Peak Hour					
Land Use	**Person-Trips**				**Vehicle-Trips**
	Auto	**Transit**	**Walk/Other[1]**	**Total**	
Residential	168	46	36	250	153
Grocery Store	435	82	231	748	235
Retail	31	6	17	54	17
Total	634	134	284	1052	405

Source: SF Guidelines, 2000 U.S. Census, Wilbur Smith Associates - February 2003

Note:

[1] "Other" includes bicycles, motorcycles, taxis, and additional modes plus linked/internal trips.

Trip Distribution / Assignment

The distribution of trips to and from the proposed project is based on the origin/destination of a specific trip, and is separated into the four quadrants of San Francisco (Superdistricts 1 through 4), East Bay, North Bay, South Bay, and outside the region. Overall, the highest percentage of the trips generated by the proposed project would come to and from areas within San Francisco, with decreasing percentages to and from the South Bay, East Bay, North Bay and outside the region (see Table 5). These distribution

patterns were used as the basis for assigning project-related vehicle-trips to the local streets in the study area, and transit-trips to the local and regional transit operators.

Table 5
Trip Distribution Patterns

Place of Trip Origin	Residential	Grocery Store/Retail	
		Work	Visitor
San Francisco			
Superdistrict 1	51.3%	8.3%	6.0%
Superdistrict 2	7.3%	10.6%	9.0%
Superdistrict 3	7.3%	23.9%	61.0%
Superdistrict 4	7.3%	7.9%	5.0%
East Bay	9.5%	14.3%	3.0%
North Bay	2.5%	5.6%	2.0%
South Bay	13.9%	26.9%	9.0%
Out of Region	0.9%	2.5%	5.0%
Total	100%	100%	100%

Source: SF Guidelines, 2000 U.S. Census, Wilbur Smith Associates - February 2003

Parking Demand

The project-generated parking demand was determined for both the weekday midday (generally 1:00 to 3:00 p.m.) and evening (generally 7:00 to 9:00 p.m.) conditions, and includes the demand for both long-term and short-term spaces. Overall, the proposed project would have a parking demand of about 361 spaces during the weekday midday and about 366 spaces during the weekday evening period (see Table 6).

Table 6
Project-Generated Midday and Evening Parking Demand

Land Use	Long-Term Parking Spaces	Short-Term Parking Spaces	Total
Midday			
Residential	172	0	172
Grocery Store	23	141	164
Retail	9	16	25
Total	**204**	**157**	**361**
Evening			
Residential	215	0	215
Grocery Store	18	113	131
Retail	7	13	20
Total	**240**	**126**	**366**

Source: SF Guidelines, Wilbur Smith Associates - February 2003

Loading Demand

Loading demand includes both the number of delivery/service vehicle trips generated by the proposed project on a daily basis and the estimated demand for loading spaces. Overall, the proposed project would generate about 33 delivery/service trips per day (see Table 7). These trips would result in a demand for less than two loading spaces during an average hour and during the peak hour of loading activities. Most of the daily truck trips (about 85 percent) would be generated by the proposed grocery store use.

Table 7
Project-Generated Freight Delivery and Service Vehicle Demand

Land Use	Daily Truck Trip Generation	Peak Hour Loading Spaces	Average Hour Loading Spaces
Residential	4	0.2	0.2
Grocery Store	28	1.6	1.3
Retail	1	0.1	0.0
Total	**33**	**1.9**	**1.5**

Source: SF Guidelines, Wilbur Smith Associates - February 2003

According to information provided by the Project Sponsor, it is anticipated that most of the deliveries to the proposed grocery store would be trucks smaller than semi tractor-trailers. Typically, high-end specialty grocery stores (which would likely be at the proposed project) have about one 52- to 55-foot-long truck, several 38- to 42-foot-long trucks and several delivery vans each day.[6]

BASELINE CONDITIONS

Intersection Operations

Table 8 on the following page presents the Baseline intersection operating conditions for the weekday p.m. peak hour. In general, the addition of the traffic volumes generated by the 350 Rhode Island Street building would result in a minor increase in the average delay per vehicle at each study intersection. However, all study intersections would continue to operate with acceptable conditions.

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[6] Conversation between John Fry, real estate consultant for Whole Foods, and the Project Sponsor.

Table 8
Intersection Level of Service
Baseline Conditions – Weekday PM Peak Hour

Intersection	Existing		Baseline	
	Delay	LOS	Delay	LOS
Signalized				
16th / Kansas	13.8	B	13.7	B
16th / Vermont[1]	31.2	D (eb)	12.2	B
16th / Potrero	23.5	B	30	C
17th / Potrero	28.3	C	39.9	D
Unsignalized[2]				
16th / De Haro	31.8	D (eb)	37.8	E(eb)
16th / Rhode Island	24.3	C (nb)	27.5	D (nb)
17th / Rhode Island	17.3	C (wb)	19.9	C (wb)
17th / Kansas	25.4	D (wb)	34.2	D (wb)
17th / Vermont	27.1	D (wb)	33.4	D (wb)
Mariposa / Rhode Island	8.6	A (wb)	8.8	A (wb)
Mariposa / Kansas	10	B (sb)	11	B (sb)
Mariposa / US 101 off-ramp	28.7	D (nb)	28.9	D (nb)

Source: Wilbur Smith Associates – February 2003

Notes:

Delay presented in seconds per vehicle.

[1] Intersection assumed to be signalized under Baseline conditions. Delay and LOS presented for worst approach for Existing conditions.

[2] Delay and LOS presented for worst approach.

Parking Conditions

The 350 Rhode Island Street project was estimated to have a weekday midday parking demand for 604 spaces, including 511 long-term spaces and 93 short-term spaces. Since the building contains 350 parking spaces (up to 472 spaces if attendant-park), there would be a parking shortfall of between 132 and 254 parking spaces.

Without attendant parking at the 350 Rhode Island Street project, the increase in parking supply of 350 spaces and the increase in demand of 604 spaces would result in the Baseline parking occupancy increasing from 75 percent to 99 percent of capacity. With attendant parking at the 350 Rhode Island Street project, the increase in parking supply of 472 spaces and the increase in demand of 604 spaces would result in the Baseline parking occupancy increasing from 75 percent to 91 percent of capacity.

During the weekday evening period, the 350 Rhode Island Street project would have a minimal parking demand. As such, it is anticipated that the Baseline parking occupancy in the study area would remain at 34 percent occupied (with about 661 spaces available) during the weekday evening period.

BASELINE PLUS PROJECT CONDITIONS

Intersection Impacts

The proposed project would generate about 405 vehicle-trips during the weekday p.m. peak hour (222 inbound and 183 outbound). Since the driveways to the proposed project's three parking garages would be located on Rhode Island Street, all inbound and outbound trips were assigned to this street.

Table 9 on the following page presents a comparison of the Baseline and Baseline plus Project intersection operating conditions for the weekday p.m. peak hour. At the four signalized intersections, the project-generated traffic would result in minor changes to the average delay per vehicle except at the intersection of 17th/Potrero, which would worsen from LOS D to LOS E. At the seven unsignalized intersections, the project-generated traffic would result in substantial increases to the average delays per vehicle at the worst approach for four of the intersections (16th/Rhode Island, 17th/Rhode Island, 17th/Kansas and 17th/Vermont). However, all unsignalized intersections would be considered to operate with acceptable conditions since only one approach would operate with unacceptable conditions. Overall, the proposed project would be considered to have a significant impact at the intersection of 17th/Potrero.

It should be noted that at the intersection of 17th/Rhode Island, the approach that would operate at LOS F (westbound) would be the approach with the highest traffic volume during the weekday p.m. peak hour. As such, vehicles at the westbound approach would likely encounter relatively long delays per vehicle.

Transit Impacts

The proposed project would generate about 134 transit trips (72 inbound and 62 outbound) during the weekday p.m. peak hour. Transit trips to and from the proposed project would likely use the nearby Muni 10-Townsend, 19-Polk, 22-Fillmore or 53-Southern Heights bus lines to access other Muni bus/light rail lines or the regional transit providers. These nearby Muni bus lines currently have available capacity during the weekday p.m. peak period, and therefore would be able to accommodate the

additional transit riders associated with the proposed project. The additional vehicle-trips to and from the proposed project are not anticipated to substantially affect operations of the Muni bus lines that operate adjacent to the project site (19-Polk on Rhode Island Street, 22-Fillmore on 17th Street and 53-Southern Heights on Kansas Street) or the nearby bus stops. Although bus operations may be affected by trucks and vehicles accessing the proposed project's loading dock and parking garages, the potential delays to Muni operations are anticipated to be minimal.

Table 9
Intersection Level of Service
Baseline plus Project Conditions – Weekday PM Peak Hour

Intersection	Baseline		Baseline plus Project	
	Delay	LOS	Delay	LOS
Signalized				
16th / Kansas	13.7	B	14.4	B
16th / Vermont	12.2	B	12.6	B
16th / Potrero	30	C	36.8	D
17th / Potrero	39.9	D	62.7	E
Unsignalized[1]				
16th/ De Haro	37.8	E (eb)	>50	F (eb)
16th / Rhode Island	27.5	D (nb)	>50	F (nb)
17th / Rhode Island	19.9	C (wb)	>50	F (wb)
17th / Kansas	34.2	D (wb)	>50	F (wb)
17th / Vermont	33.4	D (wb)	>50	F (wb)
Mariposa / Rhode Island	8.8	A (wb)	9.5	A (sb)
Mariposa / Kansas	11	B (sb)	11.1	B (sb)
Mariposa / US 101 off-ramp	28.9	D (nb)	29.6	D (nb)

Source: Wilbur Smith Associates – February 2003
Notes:
Delay presented in seconds per vehicle.
[1] STOP-controlled intersections. Delay and LOS presented for worst approach, with worst approach in ( ).

Parking Impacts

The proposed project would provide 323 parking spaces within three parking garages, including 168 spaces for the residential uses and 155 spaces for the grocery store and retail uses. In addition, the parking garage would provide 13 handicapped-accessible spaces.

The proposed project would be required to provide 290 off-street parking spaces, including 168 spaces for the residential uses and 122 spaces for the grocery store and retail uses, per the San Francisco

Planning Code. As such, the proposed project would meet the *Planning Code* requirements, and be within the allowable Accessory Use parking restrictions (up to 50 percent greater than the number of required spaces).

Overall, the proposed project would have a weekday midday parking demand of about 361 spaces and a weekday evening parking demand of about 366 spaces. The residential parking demand of the proposed project would be about 172 spaces during the weekday midday and 215 spaces during the weekday evening. Since the proposed project would provide 168 residential parking spaces, there would be a shortfall of about four spaces during the midday and about 43 spaces during the evening. It should be noted that the overnight residential parking demand could be accommodated with the parking supply for the grocery store and retail uses (it is anticipated that the grocery store and retail uses would be open between 8:00 a.m. and 10:00 p.m.). In addition, the grocery store and retail parking demand would be about 189 spaces during the weekday midday and 151 spaces during the weekday evening. Since the proposed project would provide 155 grocery store and retail parking spaces, there would be a shortfall of about 34 spaces during the midday and no shortfall of spaces during the evening.

During the weekday midday period, area-wide parking conditions would be between 91 percent and 99 percent occupied (depending on the operations of the 350 Rhode Island Street project). With the proposed project, parking occupancy in the study area would increase to between 98 percent and over 100 percent. With parking operating near or over 100 percent of capacity, it may be difficult for drivers to find parking in the study area. As a result, drivers may park outside the study area (either on-street or at an off-street facility), or may switch to transit, carpool, bicycle or other forms of travel. It should be noted that when construction of the proposed project is completed, the on-street parking around the block would be available; as such, the on-street parking supply would be increased over existing conditions. Therefore, the parking supply in the study area would be somewhat less occupied that as analyzed.

During the weekday evening period, area-wide parking conditions would be about 34 percent occupied. As such, the proposed project's parking shortfall could be accommodated within the study area.

Parking Garage Operations: The proposed project would have three parking garages, all with driveways on Rhode Island Street. Garage A, located on Level 1, would be located in the northeast corner of the

building and would provide parking for the grocery store/retail uses and the residential uses; Garage B, located on Level 2, would be located in the center of the building and would provide parking for the grocery store/retail uses and the residential uses; Garage C, located on Level 3, would be located in the southeast corner of the building and would provide parking for the residential uses only. Within both Garage A and Garage B, the residential parking would be separated from the grocery store/retail parking by a gate, with card-key access for residents. It should be noted that the parking for the grocery store/retail parking would be free of charge (but restricted to patrons of the proposed project). As such, no access control devices (such as ticket spitters) would be provided. Residential parkers would be allowed to park overnight in the grocery store/retail parking spaces (it is anticipated that the grocery store and retail uses would be open between 8:00 a.m. and 10:00 p.m.).

Pedestrian Impacts

With the proposed project, the sidewalks on 17th and Mariposa Streets would be about 13 feet wide and the sidewalks on Rhode Island and Kansas Streets would be about 16 feet wide. Access to the retail uses would be from 17th Street, access to the grocery store would be from Rhode Island Street, and the primary access to the residential units would be from Kansas and Mariposa Streets.

Pedestrian trips generated by the proposed project include walk trips to and from the project site, plus walk trips to and from parked vehicles and transit operators. Overall, the proposed project would add about 420 pedestrian trips (including about 285 walk/other/linked trips and 135 transit trips) to the adjacent sidewalks. The new pedestrian trips generated by the proposed project could be accommodated on the nearby sidewalks and would not substantially affect pedestrian operations along the nearby sidewalks and crosswalks. As the sidewalks and crosswalks currently have low pedestrian volumes, the pedestrian conditions would continue to remain acceptable with the proposed project.

Bicycle Impacts

The proposed project would be required to provide 16 bicycle parking spaces (see §155c and §155f of the San Francisco *Planning Code*). In addition, the proposed project would be required to provide one shower and two locker facilities for retail employees. Since the proposed project would provide about 100 bicycle spaces within three bicycle parking rooms, it would meet the *Planning Code* requirements. In addition, the proposed project would provide the required shower and locker facilities for employees within the grocery store.

The project site is within convenient bicycling distance of downtown San Francisco and other neighborhoods (including Potrero Hill and Mission), plus the major transit terminals. As such, a portion of the "other" trips generated by the proposed project would be bicycle trips.

There are several bicycle routes in the vicinity of the project site, including along Potrero Avenue and portions of 16th, 17th and Kansas Streets. With the current bicycle and traffic volumes on the adjacent streets, bicycle travel generally occurs without major impedances or safety problems. Although the proposed project would result in an increase in the number of vehicles on the surrounding streets, this increase would not be substantial enough to affect bicycle travel in the area. In addition, the proposed project would not provide any additional curb-cuts or driveways on streets that provide bicycle facilities.

Loading Impacts

The proposed project would provide an off-street freight loading dock, which would be approximately 46 feet wide and 62 feet long, with a vertical clearance of 14 feet. The dock would include two loading spaces (both 16 feet wide and 62 feet long) and a trash compactor. Access to the loading dock would be from 17th Street. In addition, the Project Sponsor proposes to establish a 60-foot-long white zone (passenger loading) on Rhode Island Street to serve the grocery store, and 60-foot-long yellow zones (delivery and passenger loading) on Mariposa and Kansas Streets to serve the residential units.

The proposed project would be required to provide two off-street freight loading spaces, per the San Francisco *Planning Code*, including one space for the residential uses and one space for the grocery store and retail uses. As such, the proposed supply would meet the *Planning Code* requirements. In addition, the proposed loading dock would meet the *Planning Code* requirements for size and vertical clearance.

Since the proposed project would generate a loading demand for 1.5 spaces during an average hour and 1.9 spaces during the peak hour of loading activities, the proposed loading dock with two spaces would meet the anticipated demand.

Loading Dock Operations: Access for the proposed project's loading dock would be located on 17th Street. To enter the dock from both eastbound and westbound 17th Street, delivery trucks would need to drive past the loading dock and back in. Since most of the deliveries would be by smaller vehicles, trucks would be able to enter the dock when one of the two spaces was occupied and with only one

movement. As such, delivery trucks would be able to maneuver into the dock relatively quickly and therefore would not substantially affect traffic flow on 17th Street (including the Muni 22-Fillmore bus line). To minimize the effect of delivery trucks on 17th Street operations, the building management would have a loading dock supervisor on staff to schedule deliveries and to direct traffic on the street during the peak loading times.

Garbage Activities: The proposed project would have two garbage facilities. Within the loading dock, a trash compactor would be provided which would accommodate the trash associated with the grocery store and retail uses and the residential units on the northern half of the project site. It is anticipated that garbage trucks would be able to access the trash compactor from the loading dock or 17th Street. For the residential units on the southern half of the project site, a separate trash room would be provided, which would be accessed from Rhode Island Street.

Passenger Loading: To accommodate passenger loading activities, the Project Sponsor proposes to establish a 60-foot-long white zone (passenger loading) on Rhode Island Street to serve the grocery store, and 60-foot-long yellow zones (delivery and passenger loading) on Mariposa and Kansas Streets to serve the residential units. The zone on Rhode Island Street would be located adjacent to the main entrance to the grocery store, and the zones on Mariposa and Kansas Streets would be located adjacent to the internal courtyard for the residents. Since each zone would be able to accommodate three passenger vehicles, it is anticipated that the facilities would be sufficient to accommodate the passenger pick-up and drop-off demand of the grocery store and residential uses.

Residential Move-in/Move-Out Activities: One of the loading spaces within the loading dock would be required for the residential units, and would have direct access to the residential freight elevator for the northern residential units. However, it is anticipated that most of the residential move-ins/move-outs would occur from the proposed yellow zones on Mariposa and Kansas Streets. Since these zones would be 60 feet long, they would be able to accommodate large moving vans or semi tractor-trailers.

Construction Impacts

Construction of the proposed project is expected to take approximately 18 months. It is anticipated that construction activities would start in the summer of 2003 and be completed in the spring of 2005. It should be noted that the demolition and excavation phases of construction have already been completed

as part of the previous project. Construction-related activities would typically occur Monday through Friday from 7:00 a.m. to 6:00 p.m. It is anticipated that periodic work may occur on weekends, on an as-needed basis.

Construction staging would occur primarily from within the project site and the sidewalks along Rhode Island, Kansas, 17th and Mariposa Streets. Throughout the duration of construction, the parking lanes along all four streets would be closed, in order to provide staging areas and temporary pedestrian walkways.

It is not anticipated that any Muni bus stops would need to be relocated during construction of the proposed project. In addition, it is not anticipated that any traffic lane closure would be needed during construction. If it is determined that Muni bus stops or traffic lane closures would be needed, they would be coordinated with the Muni Street Operations/Special Events office and other City departments in order to minimize the impacts on local traffic. In general, lane and sidewalk closures are subject to review and approval by the Department of Public Works (DPW) and the Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT).

During the construction period, there would be a flow of construction-related trucks into and out of the construction site. The impact of construction truck traffic would be a temporary lessening of the capacities of streets due to the slower movement and larger turning radii of trucks, which may affect both traffic and Muni operations. The number of construction-related trucks would be between 3 and 50 trucks per day, with an average of 40 trucks per day. It is anticipated that a majority of the construction-related truck traffic would use Third Street (from San Francisco), I-80 (from the East Bay) and I-280 or US 101 (from the South Bay/Peninsula). For access to and from US 101 south, trucks would be routed to the site via the Vermont Street off-ramp to Mariposa Street, and would return via 17th Street to Potrero Avenue and the Cesar Chavez/Potrero on-ramp. For access to and from I-80, trucks would be routed to the site from the Eighth Street off-ramp to Eighth Street and Henry Adams/Kansas Street, and would return via 16th Street to Seventh Street to Bryant Street and the Fifth Street on-ramp. For access to and from I-280, trucks would use the on- and off-ramps at Mariposa Street.

There would be between 20 and 150 construction workers per day at the construction site, with an average of 100 construction workers per day. Trip distribution and mode split data is not available for

the construction workers. However, the addition of the worker-related vehicle and transit trips would not substantially affect the transportation conditions, as both the local traffic and transit network generally have available capacity. In addition, since the anticipated number of construction workers would be substantially fewer than the number of residents and visitors at the proposed project, impacts to the traffic and transit network would be less than for the proposed project.

Construction workers would cause a temporary parking demand. Although the proposed project would provide construction worker parking at the project site after the project garage has been constructed, the Project Sponsor would need to make arrangements to accommodate the parking demand before the project garage is completed.

2015 CUMULATIVE CONDITIONS

Intersection Operations

Future 2015 Cumulative weekday p.m. peak hour traffic volumes were developed based on a two-step approach. First, a 1.0 percent per year growth rate was applied to the Baseline traffic volumes, which was adjusted to account for the traffic patterns of the proposed project. Second, the new vehicle-trips associated with the development of Mission Bay were added.[7] Primarily, the Mission Bay trips were assigned to 16th Street, Mariposa Street and Potrero Avenue in the vicinity of the project site.

The Mission Bay Redevelopment Plan calls for several changes to the existing transportation network in the vicinity of the proposed project. The changes to the roadway network, however, do not affect any of the study intersections. In addition, Mission Bay is required to implement several improvements at intersections to accommodate the vehicle trips generated by build-out of the project, including improvements at the intersection of 16th/Potrero (the westbound and eastbound approaches will be restriped to provide for a left-turn lane, a through lane, and a shared right-through lane). In addition, to account for the substantial increase in traffic volumes along 16th Street associated with the build-out of Mission Bay, the analysis of the 16th/Kansas and 16th/Vermont intersections assumes an increase in the signal cycle length from 60 seconds to 75 seconds and the analysis of the 16th/Potrero intersection assumes the retiming of the traffic signal to provide additional green time for 16th Street.

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[7] *Mission Bay Final Subsequent Environmental Impact Report*, finalized September 1998.

Table 10 presents the results of the 2015 Cumulative intersection LOS analysis for the weekday p.m. peak hour. At the four signalized intersections, two locations would operate acceptably (16th/Kansas and 16th/Vermont) and two locations would operate unacceptably (16th/Potrero and 17th/Potrero). At the seven unsignalized intersections, four locations would be considered to operate acceptably (17th/Vermont, Mariposa/Rhode Island, Mariposa/Kansas and Mariposa/US 101 off-ramp) and four locations would be considered to operate unacceptably, since more than one approach would operate at LOS E/F (16th/Rhode Island, 16th/De Haro, 17th/Rhode Island and 17th/Kansas).

Percent Contribution

To assess the effect of project-generated traffic on the 2015 Cumulative conditions, the proposed project's contribution to the 2015 Cumulative traffic volumes was determined. Two separate percent contributions were calculated: the project-generated traffic as a percent of the increase in traffic volumes between Baseline and 2015 Cumulative conditions, and the project-generated traffic as a percent of the total 2015 Cumulative traffic volumes (see Table 11 on the following page).

Table 10
Intersection Level of Service
2015 Cumulative Conditions – Weekday PM Peak Hour

Intersection	Baseline		Baseline + Project		2015 Cumulative	
	Delay	LOS	Delay	LOS	Delay	LOS
Signalized						
16th / Kansas	13.7	B	14.4	B	40.4	D
16th / Vermont	12.2	B	12.6	B	18.8	B
16th / Potrero[1]	30	C	36.8	D	>80	**F**
17th / Potrero	39.9	D	62.7	E	>80	**F**
Unsignalized[2]						
16th / De Haro	27.8	E (eb)	>50	F (eb)	>50	**F* (eb/wb)**
16th / Rhode Island	27.5	D (nb)	>50	F (nb)	>50	**F* (nb/sb)**
17th / Rhode Island	19.9	C (wb)	>50	F (wb)	>50	**F* (wb/eb)**
17th / Kansas	34.2	D (wb)	>50	F (wb)	>50	**F* (wb/sb)**
17th / Vermont	33.4	D (wb)	>50	F (wb)	>50	F (wb)
Mariposa / Rhode Island	8.8	A (wb)	9.5	A (sb)	10	B (sb)
Mariposa / Kansas	11	B (sb)	11.1	B (sb)	12.5	B (sb)
Mariposa / US 101 off-ramp	28.9	D (nb)	29.6	D (nb)	45.5	E (nb)

Source: Wilbur Smith Associates – February 2003
Notes:
Delay presented in seconds per vehicle.
[1] Includes improvements associated with Mission Bay.
[2] STOP-controlled intersections. Delay and LOS presented for worst approach. * indicates that a second approach also operates at LOS E or F.

Table 11 Proposed Project's Percent Contributions to Weekday PM Peak Hour Conditions					
Intersection	**Baseline Volume**	**Project Traffic**	**2015 Cumulative Volume**	**% of Growth**	**% of Total**
16th / Kansas	1328	113	2889	7.2%	3.9%
16th / Vermont	1326	97	2847	6.4%	3.4%
16th / Potrero	**3267**	**114**	**5107**	**6.2%**	**2.2%**
17th / Potrero	**2803**	**105**	**3285**	**21.8%**	**3.2%**
16th / De Haro	**1350**	**73**	**2899**	**2.5%**	**4.8%**
16th / Rhode Island	**1023**	**153**	**2672**	**9.3%**	**5.7%**
17th / Rhode Island	**957**	**313**	**1450**	**63.6%**	**21.6%**
17th / Kansas	**1201**	**142**	**1461**	**54.4%**	**9.7%**
17th / Vermont	1273	107	1503	46.6%	7.1%
Mariposa / Rhode Island	464	92	676	43.6%	13.6%
Mariposa / Kansas	575	12	712	8.8%	1.7%
Mariposa / US 101 off-ramp	538	12	665	9.5%	1.8%

Source: Wilbur Smith Associates – February 2003
Note: Intersections that operate with unacceptable conditions under the 2015 Cumulative conditions are in bold.

The proposed project would be considered to have a significant contribution to cumulative conditions at the intersections of 16th/Rhode Island, 16th/De Haro, 17th/Rhode Island, 17th/Kansas and 17th/Potrero, based on the proposed project's contribution to the 2015 Cumulative conditions. At these locations, the proposed project would add a substantial number of vehicles to some of the movements which determine the overall level of service conditions at these intersections. Therefore, vehicles added to these movements by the proposed project would represent a considerable contribution to the 2015 Cumulative conditions.

The proposed project would not have a significant contribution to the 2015 Cumulative conditions at the intersection of 16th/Potrero. At this location, the proposed project would add vehicles to movements which would continue to operate acceptably, or would add vehicles to movements which would not perform satisfactorily under the 2015 Cumulative conditions. However, in these instances, the project-related traffic would not represent a considerable contribution to the 2015 Cumulative conditions.

D. GROWTH INDUCEMENT

The proposed rezoning would decrease the amount of development permitted on the site from up to 400,000 square feet under M-1 zoning to up to 288,000 square feet under NC-3 zoning, while increasing

the permitted residential density on the site from up to 132 units to up to 199 units with PUD authorization.

The development project would add a five-story building containing approximately 204,800 square feet of mixed-use residential and retail/commercial space to a currently vacant site (the previous 85,000-square-foot auto service center building was demolished prior to the prior project approval). This would intensify the use of the site, but would not be expected to substantially alter development patterns in the Potrero Hill neighborhood area or elsewhere in San Francisco. The project site is in an urbanized area that is intensively developed and that already supports substantial amounts of residential development, light industrial, warehouse, and commercial uses in surrounding blocks.

The addition of up to 168 units of housing, about 4,000 square feet of retail space and approximately 34,500 square feet of grocery market use would increase the daily population on the project site by about 330 people. The projected residential units would more than offset housing demand generated from the project's employment.

The project is located in an urban area and would not necessitate or induce the extension of municipal infrastructure. In view of the above, there is no evidence to suggest that the rezoning and the development project would result in additional development in the project site vicinity that would not otherwise occur.

IV. MITIGATION MEASURES PROPOSED TO MINIMIZE THE POTENTIAL ADVERSE IMPACTS OF THE PROJECT

Pursuant to CEQA, for each significant impact identified in the SEIR, the SEIR must discuss feasible measures to avoid or substantially reduce the project's significant effects. All of the mitigation measures discussed in this SEIR, which would avoid or reduce significant environmental effects have either been adopted by the project sponsor and, therefore, are proposed as part of the project or could be implemented by the Department of Parking and Traffic (DPT). Section A, below, contains those mitigation measures identified in this SEIR as necessary to mitigate significant environmental effects. Mitigation measures would reduce but not eliminate the impacts of the proposed project on transportation. Mitigation measures identified in this SEIR would be required by the Planning Commission as conditions of project approval unless they are demonstrated to be infeasible based on substantial evidence in the record.

Measures discussed below include: (1) measures that would avoid potentially significant impacts; and (2) measures proposed to improve project effects that would not be considered significant impacts. Several items are required by law that would serve to mitigate impacts. These include a limitation on construction noise (*San Francisco Noise Ordinance*, Article 29 of the *San Francisco Police Code*, 1972); and a prohibition on the use of mirrored glass on the building (City Planning Commission Resolution No. 9212).

The mitigation measures identified in this SEIR follow.

A. MITIGATION MEASURES

MEASURES THAT WOULD BE IMPLEMENTED BY PUBLIC AGENCIES (DEPARTMENT OF PUBLIC WORKS AND DEPARTMENT OF PARKING AND TRAFFIC)

Transportation

- The signalized intersection of 17th/Potrero would operate at LOS E under Baseline plus Project plus 350 Rhode Island office building conditions and LOS F under 2015 Cumulative conditions. The westbound approach to the intersection is striped as two lanes; however, parking is permitted along the northern curb which reduces the effective capacity of the approach to one lane. To improve operations at this intersection and to mitigate the impacts of the Proposed Project, the on-street parking along the northern curb could be prohibited during the weekday P.M. peak period (generally 4:00 to 6:00 p.m.), which would allow westbound 17th Street to operate with two travel lanes. With this change, the intersection operating conditions would improve to LOS C under the Baseline plus Project and 2015 Cumulative scenarios.

- The unsignalized intersection of 17th and Rhode Island would operate at unacceptable conditions under 2015 Cumulative conditions. To improve operations, an eastbound right-turn pocket could be established (which would accommodate vehicles destined to the project site from eastbound 17th Street). With this change, one approach would continue to operate at LOS F, but the other three approaches would operate at LOS C (since only one approach would operate at LOS E/F, the intersection would be considered to operate acceptably).

- The unsignalized intersection of 17th and Kansas would operate at unacceptable conditions under 2015 Cumulative conditions. To improve operations, a southbound left-turn pocket could be established. With this change, one approach would continue to operate at LOS F, but the other three approaches would operate at LOS D or better (since only one approach would operate at LOS E/F, the intersection would be considered to operate acceptably).

MEASURES THAT WOULD BE IMPLEMENTED BY THE PROJECT SPONSOR

Transportation

- Although the proposed mitigation measures for the intersections of 17th/Rhode Island and 17th/Kansas would improve intersection operations to acceptable conditions, individual approaches at both intersections would continue to operate poorly. As such, these approaches may have congestion and relatively long delays per vehicle. Although it would be possible to signalize the two intersections (both intersections would meet signal warrants) to further improve operations, the Department of Parking and Traffic has indicated a preference to not signalize the intersections. Since the other intersections on 17th Street east of Potrero Avenue are all unsignalized, the installation of two adjacent traffic signals would have a limited benefit and would not substantially improve operations along the entire street.

In addition, the Department of Parking and Traffic has indicated a preference to signalize the nearby intersection of 16th/De Haro. After the mitigation measures required by the Mission Bay development are implemented, the intersection of 16th/De Haro would be the only intersection along 16th Street between Potrero Avenue and Third Street at which 16th Street traffic would be STOP controlled. As such, the elimination of the STOP signs at this location would improve eastbound and westbound traffic flow along 16th Street.

It is anticipated that the elimination of all STOP signs along 16th Street, with the resulting improvements to operations along the street, would divert some traffic from 17th Street (which would have somewhat slower operations due to STOP-controlled intersections). As a result, a new traffic signal at 16th/De Haro would result in improvements to the operating conditions at intersections along 17th Street, including the intersections of 17th/Rhode Island and 17th/Kansas.

At 16th/De Haro, in conjunction with the new traffic signals, the northbound and southbound approaches would need to be restriped to provide exclusive left-turn pockets.[1] With these measures, the intersection would operate at LOS B under Baseline plus Project conditions and LOS C under 2015 Cumulative conditions.

The project sponsor would be responsible for funding the study, design, construction and installation of all improvements to the intersection of 16th/De Haro, including the signalization and restriping. The design and construction of these improvements would be conducted by the Department of Parking and Traffic or through an independent consulting firm. The project sponsor would coordinate the intersection design and construction effort with the Planning Department, the Department of Parking and Traffic, Muni, Department of Public Works, Interdepartmental Staff Committee on Traffic and Transportation (ISCOTT) and other appropriate City agencies.

- The unsignalized intersection of 16th/Rhode Island would operate at unacceptable conditions under 2015 Cumulative conditions. Although this intersection could be signalized (and would meet signal warrants), with traffic signals at 16th/De Haro and 16th/Kansas, there would be sufficient gaps in the traffic flow along 16th Street to accommodate northbound and southbound traffic. As such, the proposed signalization of the intersection of 16th/De Haro may be sufficient to improve operations at the intersection of 16th/Rhode Island.

Construction Air Quality

- The project sponsor shall require the construction contractor(s) to spray the project site with water during excavation, grading, and site preparation activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other such material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991,

[1] In order to accommodate the new left-turn pockets, perpendicular parking may need to be converted to parallel parking on one or both sides of the intersection.

requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose.

- The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Hazards

- The project sponsor shall require the construction contractor(s) for the proposed project to water the site during excavation activities at least twice daily, or more frequently if necessary to prohibit visible dust emissions (which might indicate emission of non-visible dust), and take other steps to minimize dust generation during excavation, storage, and transport. If there are excavated materials containing over 1 percent friable asbestos, they would be treated as hazardous waste, and would be transported and disposed of in accordance with applicable State and federal regulations. These procedures are intended to mitigate any potential health risks related to chrysotile asbestos, which may or may not be located on the site.

Cultural Resources

- The following mitigation measure is required to avoid any potential adverse effect from the proposed project on accidentally discovered buried or submerged historical resources as defined in *CEQA Guidelines* Section 15064.5(a)(c). The project sponsor shall distribute the Planning Department archeological resource "ALERT" sheet to the project prime contractor; to any project subcontractor (including demolition, excavation, grading, foundation, pile driving, etc. firms); or utilities firm involved in soils disturbing activities within the project site. Prior to any soils disturbing activities being undertaken each contractor is responsible for ensuring that the "ALERT" sheet is circulated to all field personnel including, machine operators, field crew, pile drivers, supervisory personnel, etc. The project sponsor shall provide the Environmental Review Officer (ERO) with a signed affidavit from the responsible parties (prime contractor, subcontractor(s), and utilities firm) to the ERO confirming that all field personnel have received copies of the Alert Sheet.

  Should any indication of an archeological resource be encountered during any soils disturbing activity of the project, the project Head Foreman and/or project sponsor shall immediately notify the ERO and shall immediately suspend any soils disturbing activities in the vicinity of the discovery until the ERO has determined what additional measures should be undertaken.

If the ERO determines that an archeological resource may be present within the project site, the project sponsor shall retain the services of a qualified archeological consultant. The archeological consultant shall advise the ERO as to whether the discovery is an archeological resource, retains sufficient integrity, and is of potential scientific/historical/cultural significance. If an archeological resource is present, the archeological consultant shall identify and evaluate the archeological resource. The archeological consultant shall make a recommendation as to what action, if any, is warranted. Based on this information, the ERO may require, if warranted, specific additional measures to be implemented by the project sponsor.

Measures might include: preservation in situ of the archeological resource; an archaeological monitoring program; or an archeological testing program. If an archeological monitoring program or archeological testing program is required, it shall be consistent with the Major Environmental Analysis (MEA) division guidelines for such programs. The ERO may also require that the project sponsor immediately implement a site security program if the archeological resource is at risk from vandalism, looting, or other damaging actions.

The project archeological consultant shall submit a Final Archeological Resources Report (FARR) to the ERO that evaluates the historical significance of any discovered archeological resource and describes the archeological and historical research methods employed in the archeological monitoring/data recovery program(s) undertaken. Information that may put at risk any archeological resource shall be provided in a separate removable insert within the final report.

Copies of the Draft FARR shall be sent to the ERO for review and approval. Once approved by the ERO, copies of the FARR shall be distributed as follows: California Archaeological Site Survey Northwest Information Center (NWIC) shall receive one (1) copy and the ERO shall receive a copy of the transmittal of the FARR to the NWIC. The MEA division of the Planning Department shall receive three copies of the FARR along with copies of any formal site recordation forms (CA DPR 523 series) and/or documentation for nomination to the National Register of Historic Places/California Register of Historical Resources. In instances of high public interest or interpretive value, the ERO may require a different final report content, format, and distribution than that presented above.

B. IMPROVEMENT MEASURES

Improvement measures diminish effects of the project that were found through the environmental analysis to be less-than-significant impacts.

Transportation

To reduce the parking shortfall associated with the proposed project, the project sponsor could implement one or more of the following improvement measures:

- Provide valet or attendant parking within the parking garage.

- Encourage grocery store or retail employers to provide reduced-rate or free transit passes to employees.
- Provide on-site parking spaces for City CarShare vehicles.
- Provide additional bicycle amenities for grocery store employees which may encourage more employees to bicycle to work.

V. SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

In accordance with Section 21100(b)(2)(A) of the California Environmental Quality Act (CEQA), and with Section 15126.2 of the State CEQA Guidelines, the purpose of this chapter is to identify environmental impacts that could not be eliminated or reduced to an insignificant level by mitigation measures included as part of the proposed project, or by other mitigation measures that could be implemented, as described in Chapter IV, Mitigation Measures, pages 81 through 85. This chapter is subject to final determination by the City Planning Commission as part of its certification of the EIR. The Final EIR will be revised, if necessary, to reflect the findings of the Commission.

The proposed project, with mitigation, would have the following unavoidable significant impacts in the area of transportation:

Project Impacts

- The project sponsor has agreed to request implementation of traffic mitigation for the intersection of 17th Street and Potrero Avenue from the San Francisco Department of Parking and Traffic. If this mitigation has not been adopted at the time of project approval, the Planning Commission would be required to make a finding that the project would contribute to a significant environmental impact.

Cumulative Impacts

- The project would have a significant contribution to the cumulative conditions at the intersections of 16th/Rhode Island, 16th/De Haro, 17th/Rhode Island, 17th/Kansas Streets, and 17th/Potrero Avenue. The project sponsor has agreed to request implementation of traffic mitigation measures from the San Francisco Department of Parking and Traffic. If these mitigations have not been adopted at the time of project approval, the Planning Commission would be required to make a finding that the project would contribute to a significant environmental impact at each intersection.

With implementation of the mitigation measures outlined in Chapter IV, Mitigation Measures, of this report, all other potential significant impacts would be reduced to a less-than-significant level. The

project sponsor has agreed to implement all measures in Chapter IV (except for those requiring public agency responsibility) in an agreement dated April 18, 2003.[1]

[1] This mitigation agreement is available for public review by appointment at the San Francisco Planning Department, 1600 Mission Street, fifth floor, in Case File No. 2003.0038E.

VI. ALTERNATIVES TO THE PROPOSED PROJECT

This chapter identifies alternatives to the proposed project and discusses environmental impacts associated with each alternative. Project decision-makers could adopt any of the following alternatives instead of the proposed project, if an alternative would reduce or eliminate significant environmental impacts of the proposed project and is determined to be feasible and would attain most of the basic objectives of the project. This determination of feasibility will be made by project decision-makers on the basis of substantial evidence in the record which shall include, but not be limited to, information presented in this EIR and in comments received on the Draft EIR.

Alternatives were selected that would substantially lessen identified impacts of the proposed project. The following alternatives are evaluated: a No-Project Alternative, a Code Compliant/No Rezoning Alternative, and a Reduced Development Alternative. Other alternatives, with a variety of building configurations, could also be considered by decision-makers as such other alternatives would be "bracketed" by the range of alternatives described herein. Other uses, including a mix of all retail/commercial with no residential units, for the project site are not considered as the project sponsor's objective is to build and operate a mixed use residential, retail, grocery and parking development and other uses would not meet the basic objectives of the project.

Whether property is owned or can reasonably be acquired by the project sponsor has a strong bearing on the feasibility of developing a project alternative at a different site. No viable alternative sites have been identified within San Francisco where the proposed project could be constructed and meet the project sponsor's objectives.

ALTERNATIVE A: NO PROJECT

Description

This alternative would entail no change to the existing site, which is vacant. The former 85,000-square-foot auto repair facility has been demolished. The proposed project would not be built. This alternative,

however, would not preclude future proposals for redevelopment of the project site. The proposed rezoning and special use district would also not occur.

Impacts

If the No Project Alternative were implemented, none of the impacts associated with the proposed project would occur, including the potentially significant cumulative transportation impacts. The project site would be vacant and the increased traffic and parking demand that would be generated by the proposed project would not occur. The net result would be better traffic conditions under this alternative than under the proposed project.

The visual effects of this alternative would also be mixed in comparison with the proposed project. While the views of the City and Bay currently available from the public right-of-way at the southwest corner of the site would remain unobstructed, none of the visual enhancements associated with the project would occur. These enhancements include provision of street trees along the perimeter of the site, construction of a pocket park at the southwest corner of the site, and an open mews (courtyard) in the center of the site.

The No Project Alternative would not meet any of the project sponsor's objectives (as stated on page 19), including construction of a mixed-use residential/commercial building in the Potrero Hill area of San Francisco to provide residential units, retail space (including a grocery store), and associated parking to meet the local and regional demand for housing and retail shopping needs in the Potrero Hill neighborhood

If this alternative were selected by the San Francisco Planning Commission and a different proposal is submitted at a later date for development of all or part of the project site, that proposal would be subject to a separate project-specific environmental review under the requirements of CEQA.

ALTERNATIVE B: CODE COMPLIANT/NO REZONING ALTERNATIVE

Description

This alternative would entail only permitted uses on the project site without any change to the zoning or exceptions to the *Planning Code.* The alternative would allow a 40-foot-high structure containing a maximum of 240,000 square feet with a maximum Floor Area Ratio of 3:1. About 160 parking spaces and five loading spaces would be provided. This alternative would be a manufacturing or light industrial use that would have fewer impacts, compared to the proposed project, related to public utilities demand, water and energy consumption.

Impacts

Manufacturing/light industrial use would generate about 423 employees compared to the proposed project population of 330. The absence of retail/grocery store uses would result in fewer vehicle trips, both daily and p.m. peak-hour trips, reduced transit demand, and reduced parking demand. The Code Compliant/No Rezoning Alternative would generate approximately 1,896 daily person trips and 113 peak hour vehicle trips, compared to approximately 12,295 new daily person trips and 405 new peak hour vehicle trips generated by the proposed project. This reduction in vehicle trips would result in a substantial reduction in vehicle delays at the local intersections as compared to the project. There would be a increase in loading dock activity compared to the proposed project. This alternative combined with the 350 Rhode Island Street project (the Baseline conditions) would cause the signalized intersection of 17th Street/Potrero Avenue to deteriorate to LOS D, compared to the proposed project LOS of E. Under the 2015 Cumulative scenario, this alternative would avoid a significant impact at 17th/Rhode Island. However, unacceptable cumulative operating conditions would still occur at 16th/Potrero, 17th/Potrero (LOS E instead of LOS F), 16th/Rhode Island and 17th/Kansas, although the project's contribution to these unacceptable operating conditions would be less.

Generation of transit trips by this alternative would be 41 p.m. peak-hour trips, as compared to 134 trips for the proposed project. Parking demand would be similarly reduced, and any shortfall of provided parking relative to demand under this alternative would be reduced in comparison to the proposed project.

This alternative would generate a lower rate of vehicle emissions of reactive organic gases, nitrogen oxides, particulates and carbon monoxide in the region. The levels would be insignificant relative to total regional emissions of these pollutants, and would be well below the Bay Area Air Quality Management District's thresholds of significance. Project effects related to geology, hydrology, and potential subsurface cultural resources would be comparable to those of the project.

The visual impacts of the Code Compliant/No Rezoning Alternative would be more pronounced than the proposed project as the building would be higher on Mariposa Street (40 feet compared to 16½ for the proposed project), potentially blocking more view of the nearby residents. Along 17th Street, however, the building would be about 40 feet tall, approximately 12½ feet lower than the proposed project. Construction impacts of this alternative would be similar to those of the proposed project.

This alternative would be unacceptable to the project sponsor as it would not meet any of the project objectives as stated on page 19.

ALTERNATIVE C: REDUCED DEVELOPMENT

Description

Under this alternative, a building similar to the proposed project would be constructed that would contain only residential units and parking. There would be no retail or grocery store uses. The building would contain about 199 residential units and approximately 199 parking spaces. Similar to the proposed project, this alternative building would be stepped down the hillside on the site in order to preserve, to the maximum extent possible, the views available along Mariposa Street, particularly at the southwest end of the site. Like the proposed project, the massing of the building would be shifted downslope. At the top of the site, along Mariposa Street, the maximum height would be 16½ feet and the building would be set back from the lot line to minimize intrusion into the existing viewshed. This setback would be greatest at the southwest corner of the site where, similar to the proposed project, a pocket park would be constructed that would both provide a desirable amenity to residents and the community, and further serve to preserve the panoramic view of the City and San Francisco Bay currently visible from this location.

Impacts

Most of the potential impacts identified for the proposed project would occur with the Reduced Development Alternative, but at a reduced level. This alternative would involve construction of a five-story, approximately 197,000-square-foot building. There would be about 31 more residential units, but no retail or grocery store employees or customers. Thus, the change in land use would be approximately the same, and the resultant population density of this alternative would be the equivalent of the proposed project: about 330 people including residents, building security, maintenance, and parking staff.

The absence of retail/grocery store uses would translate to fewer vehicle trips, both daily and p.m. peak-hour trips, reduced transit demand, and reduced parking demand. The Reduced Development Alternative would generate approximately 1,715 daily person trips and 191 peak hour vehicle trips, compared to approximately 12,295 new daily person trips and 405 new peak hour vehicle trips generated by the proposed project. This reduction in vehicle-trips could result in a reduction in vehicle delays at the local intersections as compared to the project. Table 12 on the following page is a comparison of the intersection operations of Alternative C and the proposed project. Alternative C combined with the 350 Rhode Island Street project (the baseline conditions), would cause the signalized intersection of 17th Street/Potrero Avenue to deteriorate to LOS D, compared to the proposed project LOS of E, thus avoiding any significant impacts. Under the 2015 Cumulative scenario, this alternative would avoid a significant impact at 17th/Rhode Island. However, unacceptable cumulative operating conditions would still occur at 16th/Potrero, 16th/De Haro, 17th/Potrero (LOS E instead of LOS F), 16th/ Rhode Island and 17th/Kansas. Table 13 on page 95 shows the percentage contribution to cumulative impacts of Alternative C and the proposed project. At the 17th and Potrero intersection, for example, Alternative C would have 6.8 percent contribution of the growth from the baseline conditions (0.8 percent of the total growth), compared to 21.8 percent for the proposed project (and 3.2 percent of the total growth).

As a result, the mitigation measures developed for the proposed project would still be needed for this alternative to mitigate cumulative conditions, with the possible exception of the proposed restriping at the intersection of 17th/Rhode Island.

Generation of transit trips by this alternative would be 58 p.m. peak-hour trips, as compared to 134 trips for the proposed project. Parking demand would be similarly reduced, and any shortfall of provided

Table 12
Summary of Intersection Operations – Weekday PM Peak Hour

Intersection	BASELINE		Baseline + Project		2015 Cumulative	
	Delay	LOS	Delay	LOS	Delay	LOS
PROPOSED PROJECT						
Signalized						
16th / Kansas	13.7	B	14.4	B	40.4	D
16th / Vermont	12.2	B	12.6	B	18.8	B
16th / Potrero[1]	30.0	C	36.8	D	**>80**	**F**
17th / Potrero	39.9	D	**62.7**	**E**	**>80**	**F**
Unsignalized[2]						
16th / De Haro	37.8	E (eb)	>50	F (eb)	**>50**	**F* (eb/wb)**
16th / Rhode Island	27.5	D (nb)	>50	F (nb)	**>50**	**F* (nb/sb)**
17th / Rhode Island	19.9	C (wb)	>50	F (wb)	**>50**	**F* (wb/eb)**
17th / Kansas	34.2	D (wb)	>50	F (wb)	**>50**	**F* (wb/sb)**
17th / Vermont	33.4	D (wb)	>50	F (wb)	>50	F (wb)
Mariposa / Rhode Island	8.8	A (wb)	9.5	A (sb)	10.0	B (sb)
Mariposa / Kansas	11.0	B (sb)	11.1	B (sb)	12.5	B (sb)
Mariposa / US 101 off-ramp	28.9	D (nb)	29.6	D (nb)	45.5	E (nb)
ALTERNATIVE C, REDUCED DEVELOPMENT						
Signalized						
16th / Kansas	13.7	B	14.1	B	36.1	D
16th / Vermont	12.2	B	12.4	B	18.6	B
16th / Potrero[1]	30.0	C	32.4	D	**>80**	**F**
17th / Potrero	39.9	D	44.3	D	**60.5**	**E**
Unsignalized[2]						
16th / De Haro	37.8	E (eb)	47.8	E (eb)	**>50**	**F* (eb/wb)**
16th / Rhode Island	27.5	D (nb)	37.3	E (nb)	**>50**	**F* (nb/sb)**
17th / Rhode Island	19.9	C (wb)	29.2	D (wb)	>50	F (wb)
17th / Kansas	34.2	D (wb)	44.7	E (wb)	**>50**	**F* (wb/sb)**
17th / Vermont	33.4	D (wb)	38.1	E (wb)	>50	F (wb)
Mariposa / Rhode Island	8.8	A (wb)	9.0	A (wb)	9.7	A (sb)
Mariposa / Kansas	11.0	B (sb)	11.0	B (sb)	12.4	B (sb)
Mariposa / US 101 off-ramp	28.9	D (nb)	29.2	D (nb)	44.3	E (nb)

Source: Wilbur Smith Associates – February 2003

Notes:

Delay presented in seconds per vehicle.

[1] Includes improvements associated with Mission Bay.

[2] STOP-controlled intersections. Delay and LOS presented for worst approach. * indicates that a second approach also operates at LOS E or F.

Table 13
Alternative C Percent Contribution to Weekday PM Peak Hour Conditions

PROPOSED PROJECT

Intersection	Existing	Baseline	Project	2015 Cum.	Percent of Growth from Baseline	Percent of Total
16th/Kansas	1,259	1,328	113	2,889	7.2%	3.9%
16th/Vermont	1,271	1,326	97	2,847	6.4%	3.4%
16th/Potrero	3,207	3,267	114	5,107	6.2%	2.2%
17th/Potrero	2,750	2,803	105	3,285	21.8%	**3.2%**
16th/Rhode Island	978	1,023	153	2,672	9.3%	**5.7%**
17th/Rhode Island	892	957	313	1,450	63.6%	**21.6%**
17th/Kansas	1,118	1,201	142	1,461	54.4%	**9.7%**
17th/Vermont	1,240	1,273	107	1,503	46.6%	7.1%
Mariposa/Rhode Island	414	464	92	676	43.6%	13.6%
Mariposa/Kansas	525	575	12	712	8.8%	1.7%
Mariposa/US101	535	538	12	665	9.5%	1.8%

ALTERNATIVE C: REDUCED DENSITY ALTERNATIVE

Intersection	Existing	Baseline	Project	2015 Cum.	Percent of Growth from Baseline	Percent of Total
16th/Kansas	1,259	1,328	62	2,834	4.1%	2.2%
16th/Vermont	1,271	1,326	48	2,827	3.2%	1.7%
16th/Potrero	3,207	3,267	55	5,067	3.1%	1.1%
17th/Potrero	2,750	2,803	27	3,200	6.8%	0.8%
16th/Rhode Island	978	1,023	87	2,597	5.5%	3.4%
17th/Rhode Island	892	957	149	1,280	46.2%	11.6%
17th/Kansas	1,118	1,201	52	1,391	27.3%	3.7%
17th/Vermont	1,240	1,273	28	1,458	15.2%	1.9%
Mariposa/Rhode Island	414	464	41	636	24.0%	6.5%
Mariposa/Kansas	525	575	6	702	4.7%	0.9%
Mariposa/US101	535	538	6	660	4.9%	0.9%

Source: Wilbur Smith Associates – March 2003

Note:

BOLD = LOS E or F under 2015 Cumulative conditions

parking relative to demand under this alternative would be reduced in comparison to the proposed project.

This alternative would generate a lower rate of vehicle emissions of reactive organic gases, nitrogen oxides, particulates and carbon monoxide in the region. The levels would be insignificant relative to total regional emissions of these pollutants, and would be well below the Bay Area Air Quality Management District's thresholds of significance. The public services demand and energy consumption under this alternative would be about the same as the proposed project as the population generating the demand would be about the same. However, effects from this alternative related to geology, hydrology, and potential subsurface cultural resources would be comparable to those of the proposed project.

The visual impacts of the Reduced Development Alternative would be about the same as the proposed project. Both public and private views that would be blocked or partially blocked under the project would be about the same under this alternative. To pedestrians passing the site frontage on Mariposa Street, the obstruction of views to the north would be essentially the same as under the proposed project. Construction impacts of this alternative would be similar to those of the proposed project.

This alternative would not meet the project sponsor's objectives as it would not be a mixed-use residential development with retail and grocery store uses.

VII. EIR AUTHORS, PERSONS CONSULTED AND PROJECT SPONSOR

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Jack Fleck
Gerald Robbins

VIII. APPENDICES

Appendix A: Initial Study

Appendix B: Intersection Level of Service Designations

Appendix C: Distribution List

Appendix A

Initial Study

NOTICE THAT A SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT IS DETERMINED TO BE REQUIRED

Date of this Notice: November 1, 2002 (Previous EIR Certified on October 5, 2000)

Lead Agency: Planning Department, City and County of San Francisco
1660 Mission Street, Suite 500
San Francisco, California 94103-2414

Agency Contact Person: Darwin Helmuth **Telephone**: (415) 558-5971

Project Title: 99.410E: 450 Rhode Island Street Mixed-Use Residential/Retail Project
Project Sponsor: A.F. Evans Development, Inc.
Project Contact Person: Steve Kuklin **Telephone**: (415) 591-2204

Project Address: 450 Rhode Island Street/1901 17th Street
Assessor's Block and Lot: Block 3978, Lot 001
City and County: San Francisco

Project Description: The proposed revised project would construct a five-story building ranging in height from 16½ to 52½ feet and containing up to 230,000 square feet of mixed-use residential/retail space. There would be approximately 168 residential units, about 4,000 square feet of retail space, and approximately 34,500 square feet of grocery store space. The new proposed building would have six floors that would step up the north slope of Potrero Hill. A parking garage would partially occupy three levels, providing a total of approximately 323 self-park spaces. Parking garage access would be from Rhode Island Street at each of the three levels, with freight loading/unloading access on 17th Street. There would be retail space along 17th Street, and the grocery store would be accessible from the corner of 17th and Rhode Island and mid-block on Rhode Island. The primary access to the residential units would be from a mid-block commons between Rhode Island and Kansas Streets that would separate the residential building mass. There would be a secondary residential access on Mariposa Street. The building would occupy about 98 percent of the lot. The project site is located on Lot 001 of Assessor's Block 3978, and is bounded by 17th Street on the north, Rhode Island Street on the east, Mariposa Street on the south, and Kansas Street on the west. The project site is within the M-1 (Light Industrial) Zoning District and in a 40-X Height and Bulk District. The project would require a zoning change that allows higher density of housing such as NC-3 (Moderate-Scale Neighborhood Commercial). Conditional Use authorization as a Planned Unit Development would also be required for development of the site, for retail space, for residential density and for modifications in height measurements.

THIS REVISED PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND A SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SEIR) IS REQUIRED. This determination is based upon the criteria of the State CEQA Guidelines, Section 15163 (Supplemental EIR), Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the revised project, which is attached.

The public is invited to comment on the scope of the Supplemental EIR. Such comments must be received by November 22, 2002 to ensure consideration in preparing the Draft SEIR.

Paul E. Maltzer
Environmental Review Officer

I. PROJECT DESCRIPTION

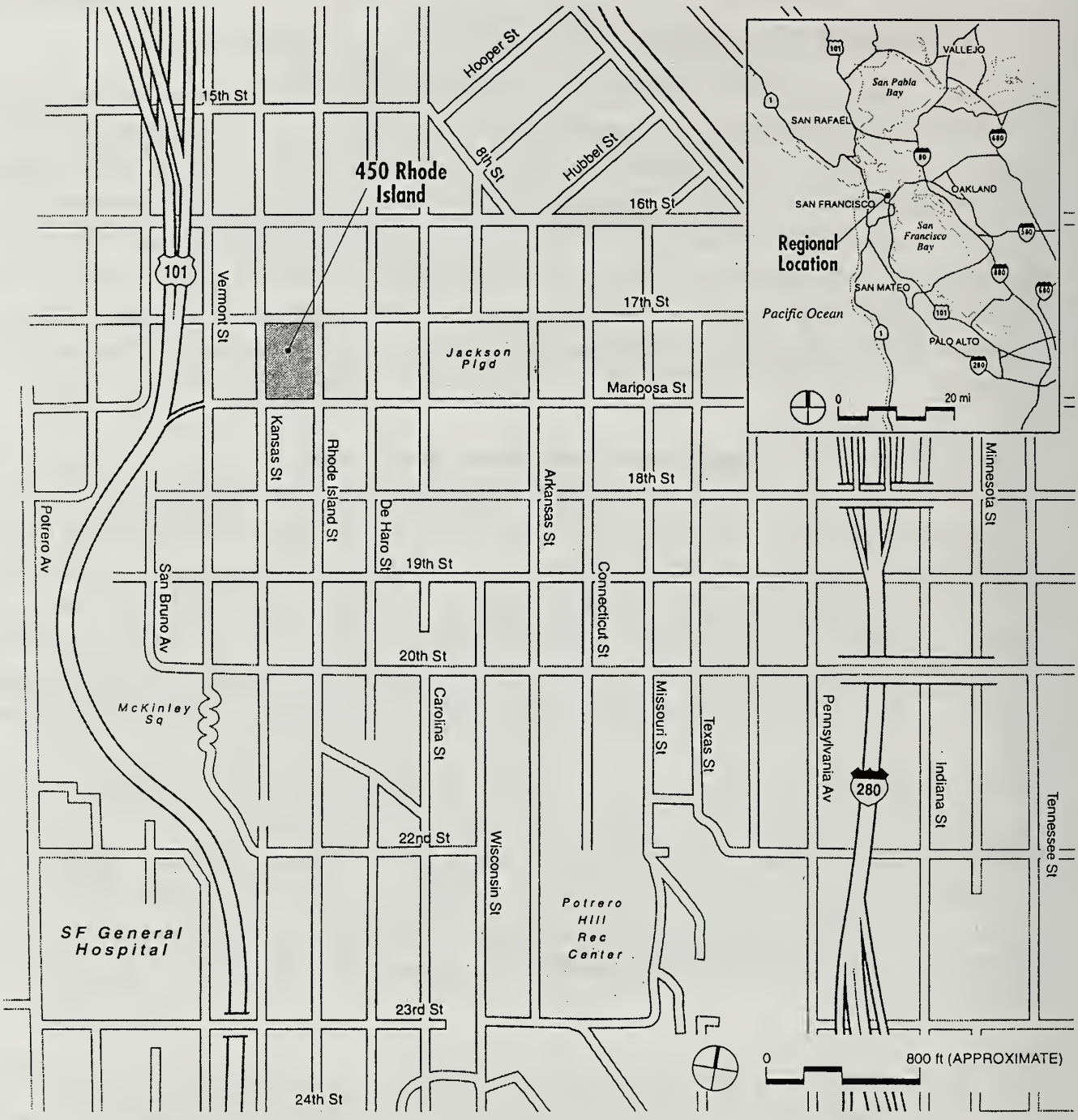
On October 5, 2000, a Final Environmental Impact Report (FEIR) was certified for a four-story building providing 314,000 square feet of multimedia space and two levels of underground parking at 450 Rhode Island Street. Pursuant to Section 15162 and 15163 of the California Environmental Quality Act (CEQA), a supplement to an EIR may be prepared when substantial changes are proposed in the project and/or substantial changes have occurred with respect to circumstances under which the project would be undertaken, but "only minor additions or changes would be necessary to make the FEIR adequately apply to the project in the changed situation." Since certification, the project has changed from a business service/multimedia project to a mixed-use residential/retail development. This document and the ensuing EIR are supplements to the FEIR and analyze the impacts of the project currently proposed.

The revised project currently proposed would entail construction of a five-story building containing up to 230,000 square feet of mixed-use residential, retail/commercial and parking space at 450 Rhode Island Street, on the block bounded by Rhode Island, 17th, Kansas, and Mariposa Streets (Figure 1, page 3). The project site is on Assessor's Block 3978, Lot 1, which is currently vacant (the previous 85,000-square-foot auto service center building was demolished pursuant to the prior project approval). The site was previously approved for development of a 313,000 square foot business services building. A.F. Evans Development, Inc., a new project sponsor proposes approximately 168 residential units, about 4,000 square feet of retail space, approximately 34,500 square feet of grocery store space., and a parking garage for approximately 323 independently accessible self-park spaces.

The proposed building would have six levels that would step up the north slope of Potrero Hill (Figures 2 to 8, pages 4 to 10). The building mass would be separated at mid-block by a commons that would run between Kansas and Rhode Island Street. There would be two center courtyards, one each in the north and south residential sections of the building. The height of the building would vary, from about 52½ feet at the corner of 17th Street and Kansas Street to about 16½ feet at the corner of Kansas Street and Mariposa Street. An approximately 2,000 square-foot publicly-accessible pocket park would be provided on the southwest corner of the site, at the intersection of Mariposa and Kansas Streets.

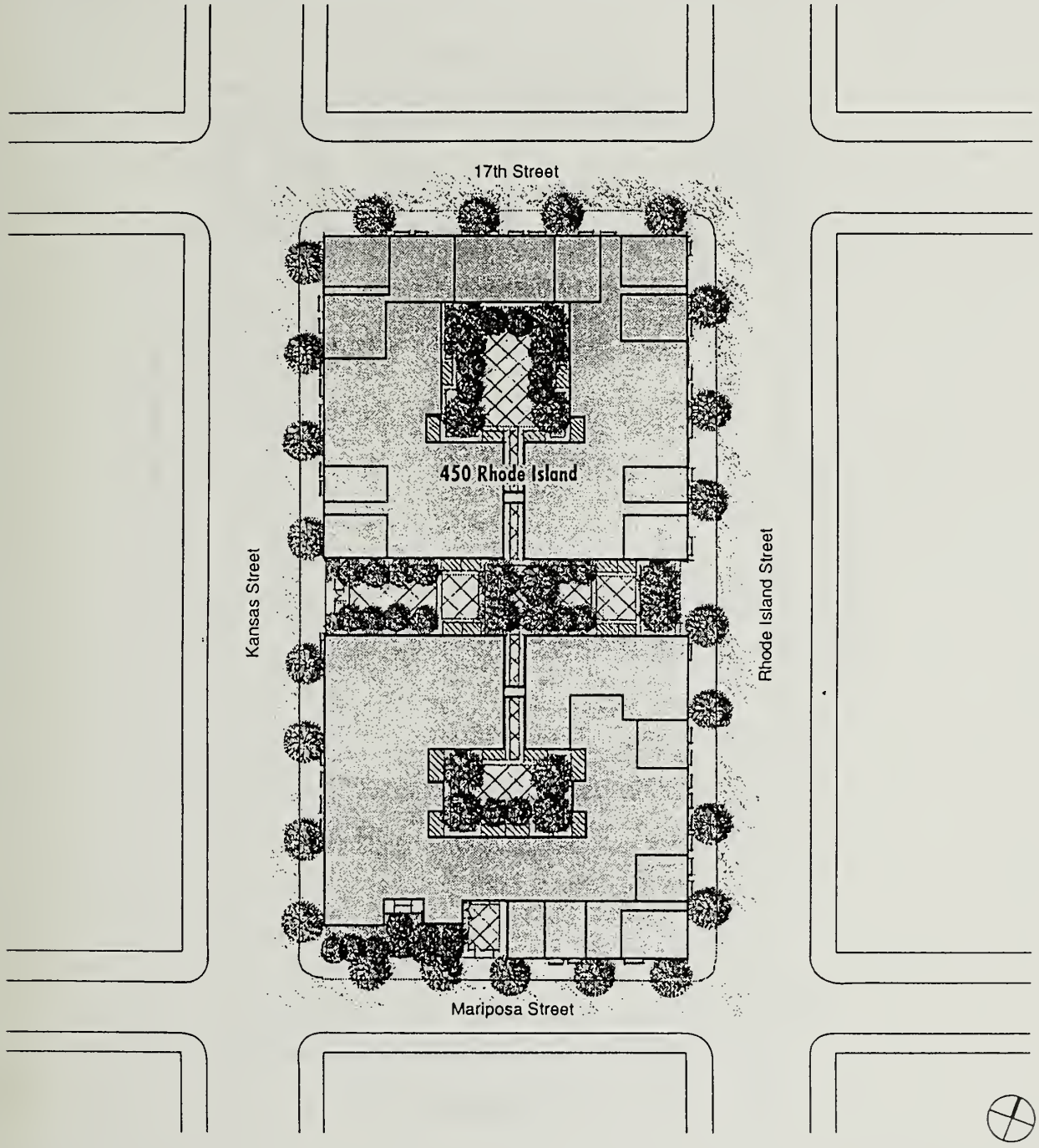
Approximately 4,000 square feet of neighborhood retail space would be located at ground level on 17th Street and at the corner of Kansas and 17th Streets. The approximately 34,500 square-foot grocery store would have a primary access about mid-block on Rhode Island Street and a secondary entrance/exit at the corner of 17th and Rhode Island Streets.

The 168 residential units would contain a mix of approximately 28 studio units (about 525 sq.ft. in size); 65 one-bedroom units (about 740 sq.ft in size); 68 two-bedroom units (1,008 sq.ft in size); and 9 three-bedroom units (1,200 sq.ft in size). The residences would be accessible via the commons area between Rhode Island and Kansas Streets



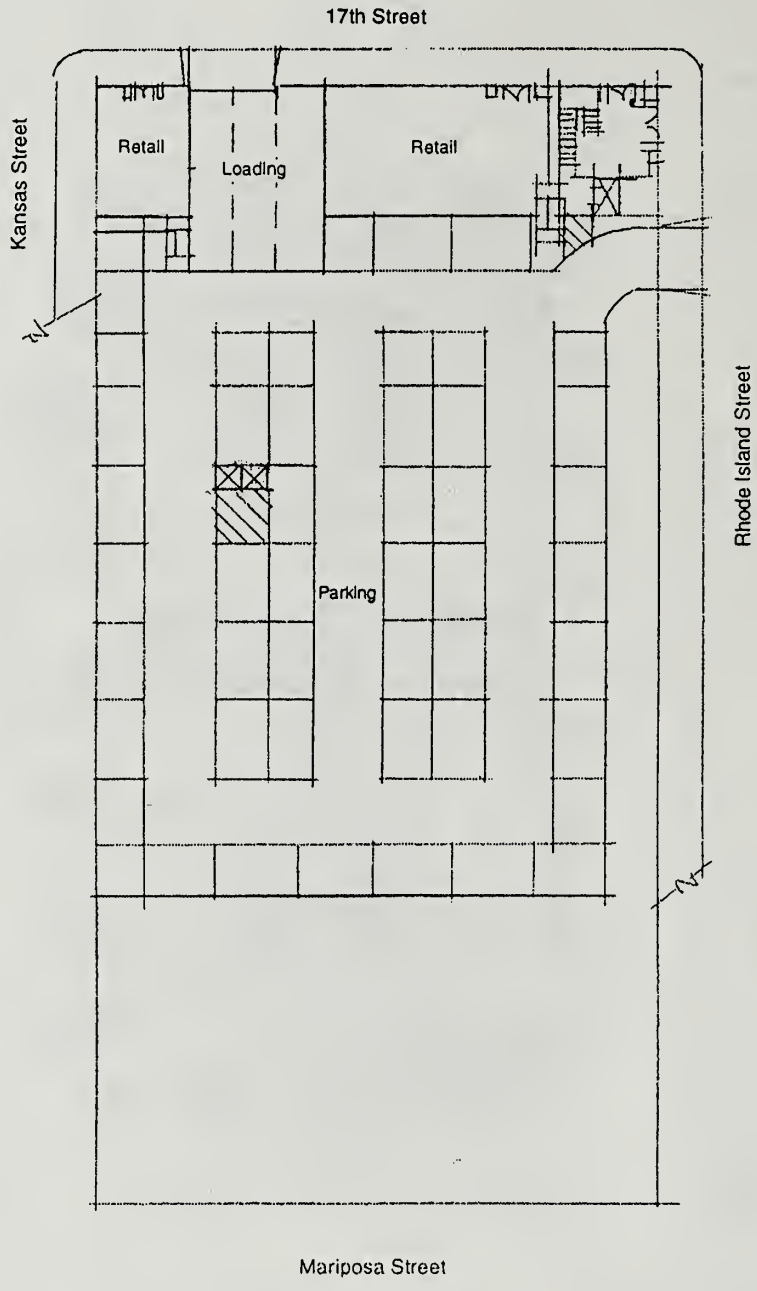
Source: Dunng Associates

PROJECT LOCATION FIGURE 1



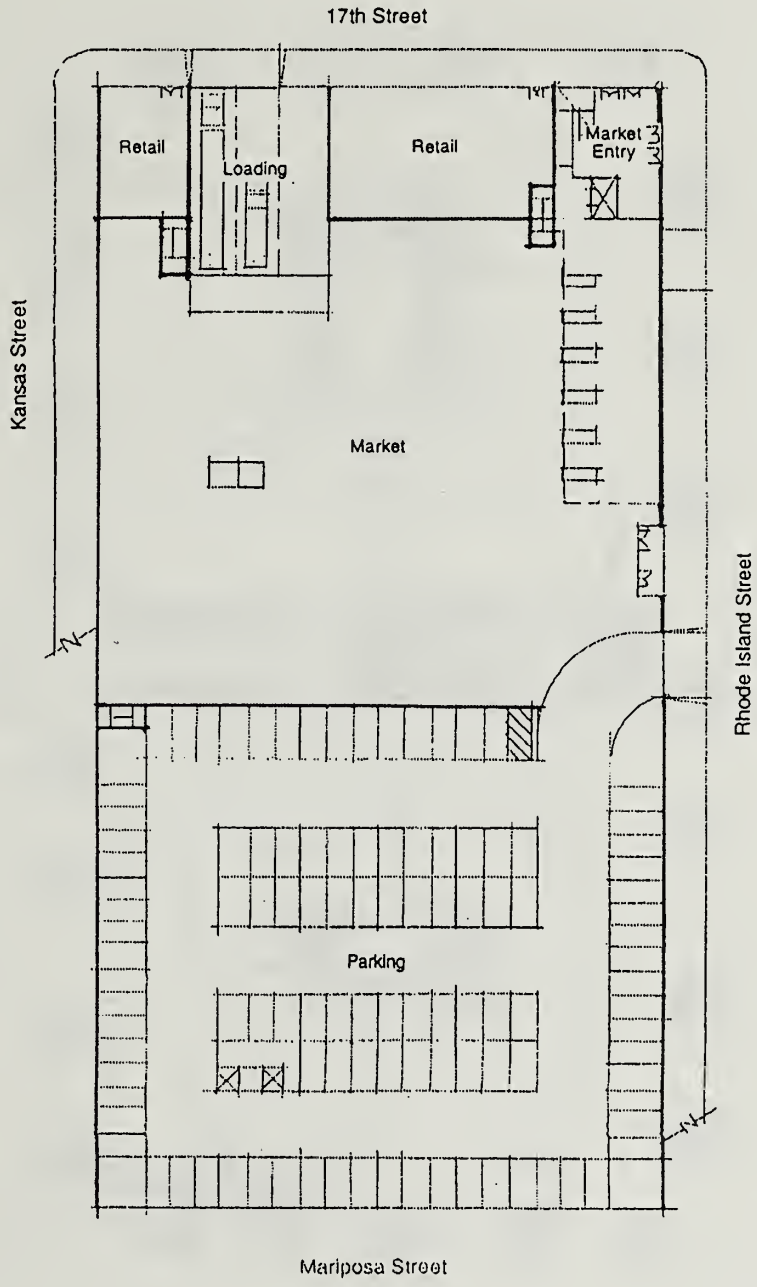
Source: Christiani Johnson Architects

SITE PLAN FIGURE 2



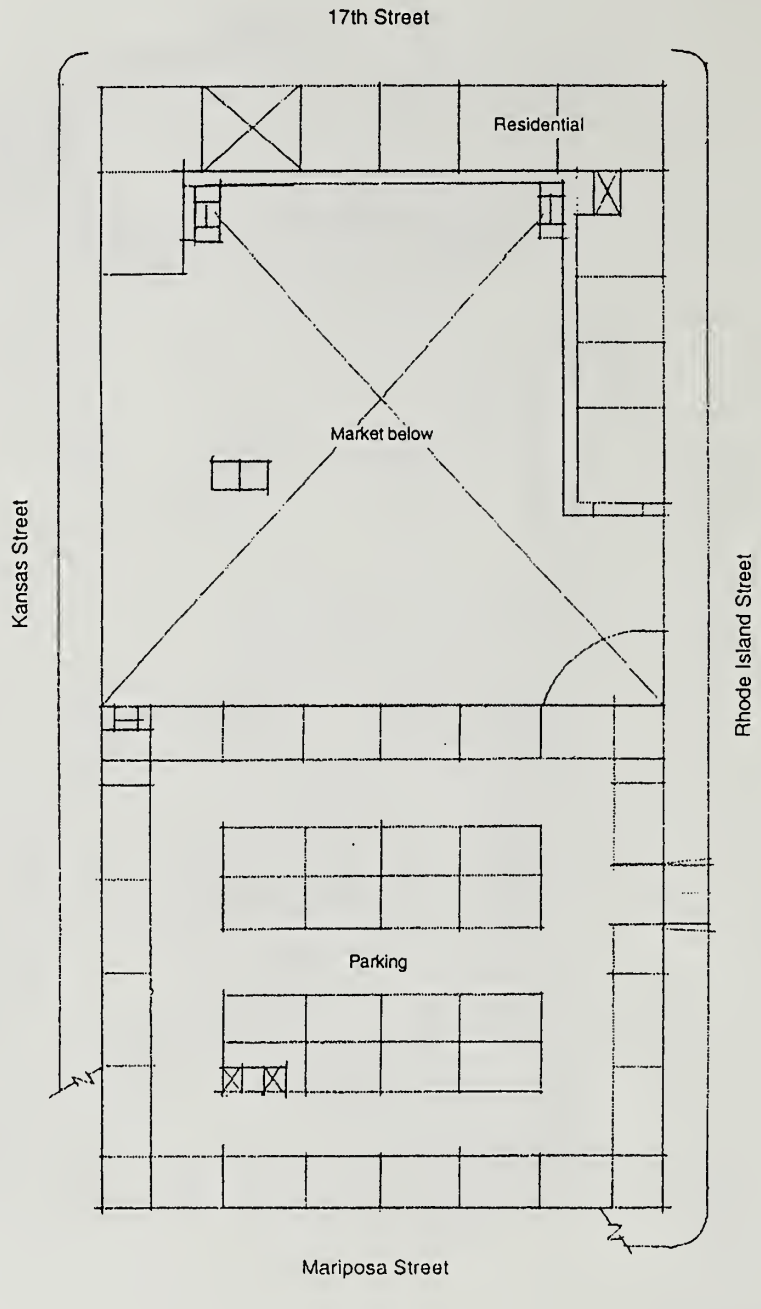
Source: Christiani Johnson Architects

LEVEL 1—GARAGE/RETAIL FIGURE 3



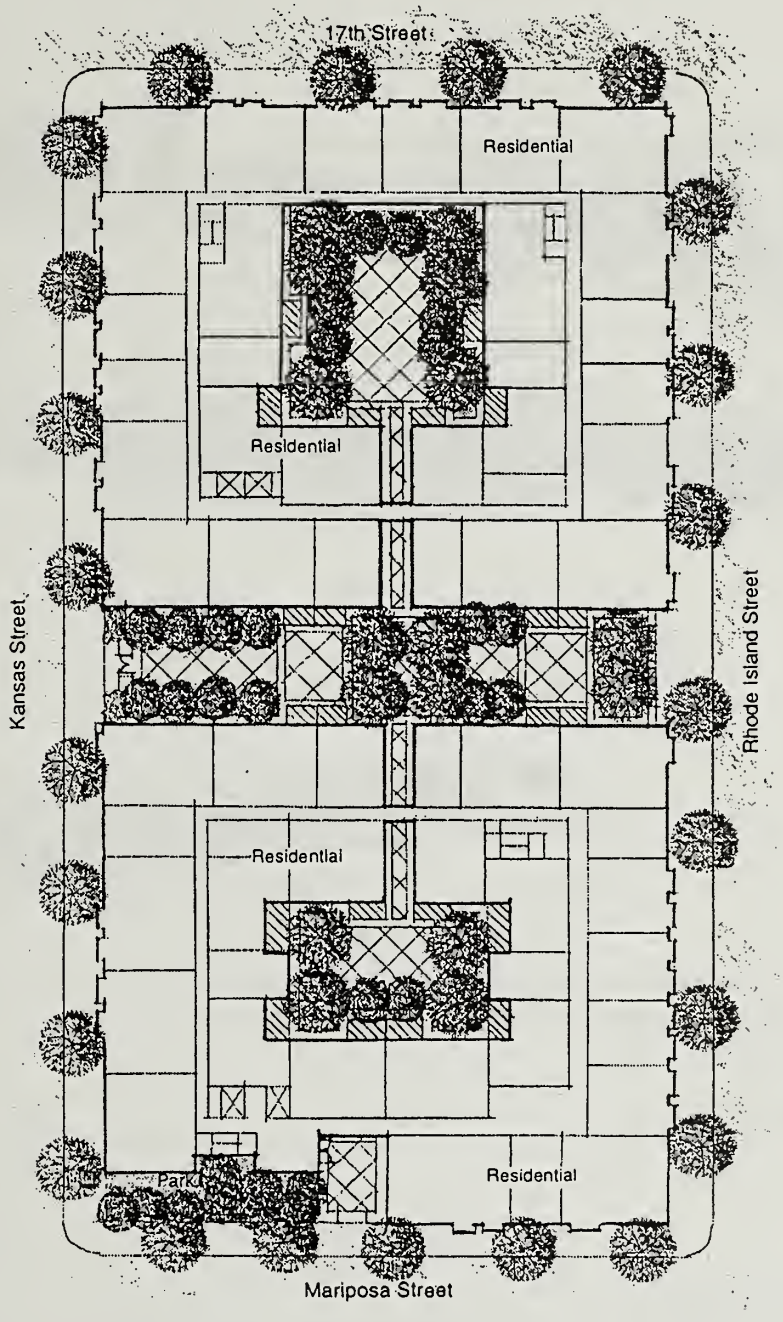
Source: Christiani Johnson Architects

LEVEL 2—GARAGE/RETAIL FIGURE 4



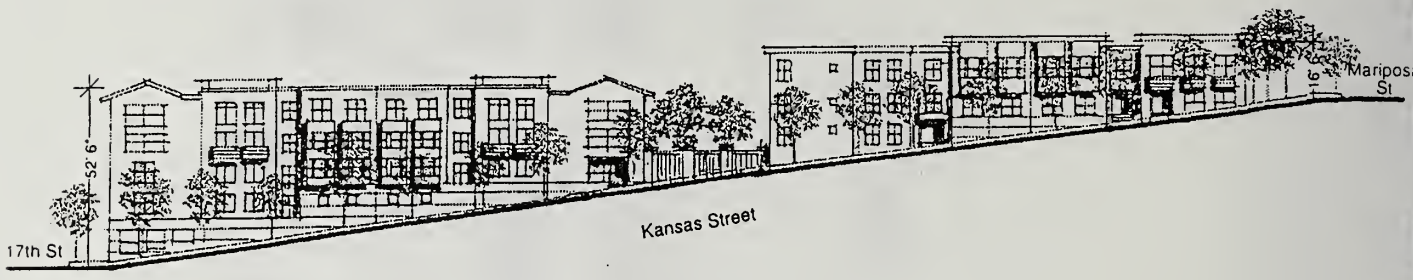
Source: Christiani Johnson Architects

LEVEL 3—GARAGE/RESIDENTIAL FIGURE 5



Source: Christiani Johnson Architects

LEVEL 4—RESIDENTIAL FIGURE 6

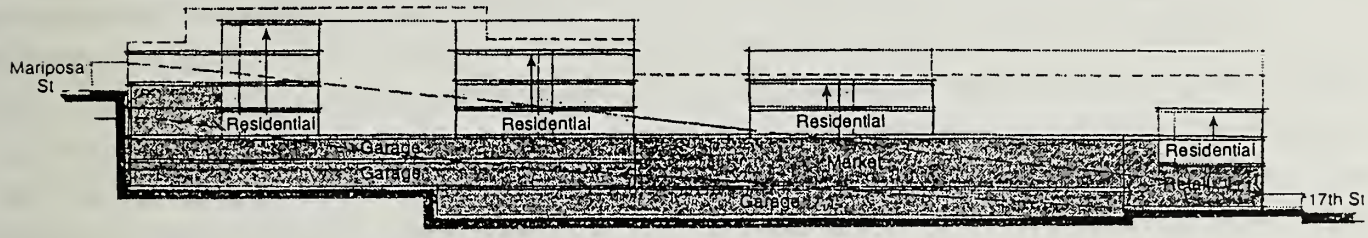


Kansas Street Elevation

Maripasa Street Elevation

Source: Christiani Johnson Architects

ELEVATIONS FIGURE 7



Source: Christiani Johnson Architects

PROJECT SECTION FIGURE 8

and from Mariposa Street. Twelve percent or approximately 20 of the units would be affordable in conformance with legislation recently adopted by the Board of Supervisors. (Resolution #16350).

Three parking levels, each with a separate ingress and egress on Rhode Island Street, would provide approximately 323 self-park spaces. The lower garage and a portion of the second level garage would provide parking for the customers of the retail shops and the grocery store. The third level garage and the other portion of the second level garage would be exclusively restricted for residents. Two loading docks for retail uses and the food market would be located on 17th Street. There would be about 100 bicycle spaces in the residential garage, plus approximately 20 publicly accessible bicycle spaces for the retail and food market customers.

In addition to the small park on the corner of Mariposa and Kansas Streets, the project would also include approximately 17,000 square feet of landscaped common area courtyards and roof decks (and average of 100 sq. ft. per unit).

The project site is in the Potrero Hill Neighborhood. It is zoned M-1 (Light Industrial) and 40-X for Height and Bulk. The allowable floor area ratio (FAR) in this district is 5:1. Project construction would take about 18 months. The project construction cost is estimated at $20 million (including excavation, foundation, erection, and exterior).

PROJECT SETTING

The project site is on the south edge of a commercial/industrial neighborhood dominated by home furnishings and interiors businesses and interspersed with various industrial, retail, multimedia and office uses. While a majority of buildings in the area are two stories in height, buildings of three to six stories are located throughout the area. The area to the north of the project site is generally known as Showplace Square, and is dominated by showrooms for furniture, fabrics, rugs, lighting, accessories, and a variety of other home furnishings and design materials. The area south of the site is predominantly residential, mostly two- and three-story single-family residences.

The block immediately north of the project site is occupied by a newly constructed four-story, 50-foot high office building. The block immediately west of that block (northwesterly from the proposed project site) has one- and two-story buildings containing furniture and home furnishings stores. In addition, studios for a design company, an auto body shop, and the J. David Gladstone Institutes (disease research) are located in this block. The block to the west of the project site contains a few furniture stores, a Chinese restaurant, the Middendorf Breath Institute, the Breath Center of San Francisco, and a private restaurant. Single-family residences line the east side of this block, along Kansas Street, and a mixture of single-family homes and duplexes line most of the west side of the block, along Vermont Street. Four single-family residences are located on the west side of this stretch of Vermont Street, beyond which U.S. 101 curves to the southwest.

Most of the block to the east of the project site is taken up by an approximately 40-foot-high, concrete, two-story glass office building, with approximately 25 mixed-use office tenants and a large retail furniture store. A large fenced garden is located behind the building. A teddy bear factory is also located in this block. To the north of this block are a variety of mixed commercial uses, including a plumbing repair company, auto repair shop, and a three-story cement block building with nine office tenants, a furniture store, and a dance school studio. The block also has a three-story live-work building, a large vacant lot, and a one-story metal building housing two restaurants, a bakery/café, art gallery, night club, and an office.

All of the blocks to the south of the project are predominantly occupied by single-family and multi-family buildings. In addition, the St. Gregory's Episcopal Church is on the southwest corner of Mariposa and DeHaro Streets and the two-story Slovenian Hall is on the southwest corner of Mariposa and Vermont Streets. Showplace Square, the San Francisco Design Center, the Design Pavilion, Beacon Hill Showrooms, and other large buildings or building complexes housing showrooms for home furnishings, antiques, and home accessories are located approximately two blocks north of the project site, along with numerous smaller home furnishings businesses.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

As noted on page 2, this document and the following EIR are supplemental reports to the original FEIR. The revised 450 Rhode Island Street Project is examined in this Initial Study in the context of the underlying FEIR. It discusses the changed environmental conditions which occurred subsequent to the certification of the 2000 FEIR, the revised project-specific impacts, and the project's contribution to cumulative impacts. On the basis of this study, project-specific effects of the revised project that relate to transportation have been determined to be potentially significant, and will be analyzed in a Supplemental Environmental Impact Report (SEIR). In addition, the SEIR will provide additional discussion of land use and the project's visual quality/urban design for informational purposes, although both are determined in this Initial Study to be less-than-significant impacts.

B. EFFECTS FOUND NOT TO BE SIGNIFICANT

The following potential environmental effects were determined either to be less than significant or to be reduced to a less than significant level through mitigation measures included in the Initial Study and the revised project. These items are discussed in Section III below, and require no further environmental analysis in the SEIR. Information from the original FEIR that is still relevant is identified and is included for informational purposes only. The proposed project would not make any difference to those environmental issues, and the impacts discussed in the FEIR would remain the same.

These items include land use, glare, population, noise, air, quality and wind, shadow, utilities/public services, biology, geology/topography, water, hazards and cultural resources.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH ZONING, PLANS AND POLICIES	N/A	Discussed
1. Discuss any variances, special authorizations, changes proposed to the City Planning Code or Zoning Map, if applicable.	☐	■
2. Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	☐	■

The *San Francisco Planning Code*, which incorporates by reference the City's Zoning Maps, governs permitted uses, densities, and the configuration of buildings within San Francisco. Permits to construct new buildings may not be issued unless either the proposed revised project conforms to the *Code*, or an exception is granted pursuant to provisions of the *Code*.

The project site is located in an M-1 (Light Industrial) District in San Francisco and a 40-X Height and Bulk District. The M-1 District is one of two types of districts providing land for industrial development. M-1 districts are more suitable for smaller industries dependent upon truck transportation. Most industries are permitted in M-1 districts unless they possess particularly noxious characteristics. The permitted industries have certain requirements as to enclosure, screening, and minimum distance from residential districts. Residential uses require conditional use approval.

The project sponsor would seek a rezoning of the site from M-1 to mixed-use zoning district, potentially NC-3 (Moderate-Scale Neighborhood Commercial). Assuming NC-3 zoning, the proposed revised project would require Conditional Use authorization from the San Francisco Planning Commission for the revised project, including a public hearing, pursuant to the *Planning Code*, Sections 121.1 (for the development of a site in excess 10,000 square feet), and 121.2 (for a retail space in excess of 6,000 square feet). Planning Commission approval is also required for a Planned Unit Development (PUD), pursuant to Section 304 of the *City Planning Code*. Consideration of a revised project as a PUD is permitted for sites greater than one-half acre in size. Planned Unit Developments require Conditional Use authorization from the City Planning Commission, including a public hearing, pursuant to Section 303 of the *City Planning Code*. A public hearing would be required as part of the review by the Planning Commission.

Conditional use authorization would also be required for a Planned Unit Development (PUD) to seek modification of the method of measuring height. The project site is in a 40-foot Height and Bulk District. Each of the four streets that surround the site is sloped, with the most severe incline along Kansas Street which rises from an elevation of 25 feet at the corner of Kansas and Seventeenth Streets, to an elevation of 73 feet at the corner of Kansas and

Mariposa Streets. Since these site conditions make height measurements for this revised project somewhat difficult (e.g. under *Planning Code* Section 102.12(b), the buildings' height along both the Rhode Island and Kansas Streets' elevations, must be measured in 65 foot increments with the maximum height of the building measured at the midpoint of 65-foot interval), the new project sponsor for the revised project proposes under a PUD an alternative means of measuring height that would permit a slightly taller building to be built on the 17th Street side of the project while reducing the maximum height for the Mariposa Street/Kansas Street side of the revised project.

Environmental plans and policies are those, like the Bay Area *Air Quality Plan*, which directly address physical environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The proposed revised project would not obviously or substantially conflict with any such adopted environmental plan or policy.

The City's *General Plan*, which provides general policies and objectives to guide land use decisions, contains some policies which relate to physical environmental issues. The proposed revised project would not obviously or substantially conflict with any such adopted environmental plan or policy. In general, potential conflicts with the *General Plan* are considered by decision makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any conflict not identified in this environmental document could be considered in that context, and would not alter the physical environmental effects of the proposed revised project.

In November 1986, the voters of San Francisco approved Proposition M, the Accountable Planning Initiative, which added Section 101.1 to the *San Francisco Planning Code* to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an Initial Study under CEQA; prior to issuing a permit for any demolition, conversion, or change of use; and prior to taking any action which requires a finding of consistency with the General Plan, the City is required to find that the proposed revised project or legislation is consistent with the Priority Policies. The case report and approval motions for the revised project will contain the analysis determining whether the proposed revised project is consistent with the Priority Policies.

The Planning Commission must certify the SEIR as a complete and accurate environmental document for the revised project prior to taking any approval actions. As described above, the revised project would require approval under Section 304 of the *Planning Code* for Conditional Use authorization as a Planned Unit Development for the development of a site in excess 10,000 square feet, for a retail space in excess of 6,000 square feet, and for a variation in the height requirement; and building permits from the Department of Building Inspection. Approvals

necessary for the revised project and the relationship of the revised project to *Planning Code* requirements will be described in the SEIR.

B. ENVIRONMENTAL EFFECTS

All items except Transportation/Circulation on the Initial Study Environmental Evaluation Checklist have been checked "No," indicating that, upon evaluation, staff has determined that the proposed revised project could not have a significant adverse environmental effect. For items where the conclusion is "To be Determined," the analysis will be included in the SEIR. Several of the Checklist items have been checked "Discussed," indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked "No" without a discussion, the conclusions regarding potential significant adverse environmental effects are based on field observation, staff experience and expertise on similar projects, and/or standard reference material available within the Planning Department such as the Department's *Transportation Guidelines for Environmental Review*, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each Checklist item, staff considered both the individual and cumulative impacts of the proposed revised project.

1. **Land Use** - Could the project:	Yes	No	Discussed
a. Disrupt or divide the physical arrangement of an established community?	☐	■	■
b. Have any substantial impact upon the existing character of the vicinity?	☐	■	■

The project site is located in the Potrero Hill neighborhood on the south edge of a concentration of commercial and industrial development. Development to the south of the site is dominated by single-family and multi-family residential buildings. The site, consisting of a single parcel occupying the entire block bounded by 17th, Rhode Island, Mariposa, and Kansas Streets, is presently vacant. The former two-story steel-framed warehouse used by S & C Ford was demolished subsequent to the previous project approval.

Introduction of New Land Uses

The revised project would convert an existing light industrial and service use to mixed-use residential/commercial and parking.

Change in Neighborhood Character

The proposed project would entail construction of a mixed-use residential and commercial/retail and parking uses on a vacant lot. The proposed project would add to existing residential and commercial/retail land uses surrounding the site. Though the largest commercial land use (by floor area) is showroom or design, the development of an additional mixed-use building in the area would not be a significant effect because it would be in an area that is intensively developed with a mix of commercial, industrial, and residential uses. A large office building has been

constructed immediately north of the site at 350 Rhode Island. The area is already well developed with support services and amenities for local businesses and would not require or generate substantial additional demand for new services or amenities. The proposed residential and retail uses, including a grocery store, would be generally compatible with the prevailing urbanized character of the area. Because the revised project would be developed within the existing block and street configuration, it could not divide the physical arrangement of an established community.

In conclusion, the proposed revised project would not result in significant adverse land use impacts. However, for informational purposes, the SEIR will discuss land use.

	Yes	No	Discussed
2. **Visual Quality** - Could the project:			
a. Have a substantial, demonstrable negative aesthetic effect?	☐	■	■
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	☐	■	■
c. Generate obtrusive light or glare substantially impacting other properties?	☐	■	■

aesthetic effect

Aesthetics and urban design are subjective fields, and individuals may hold differing opinions about the aesthetic design of any proposed project. The revised project design is intended to complement neighboring buildings in terms of organization, scale, and materials.

The new project would follow a massing profile similar to the previous project stepping up the north slope of Potrero Hill. The height of the building would vary, from about 52½ feet at the corner of 17th Street and Kansas Street to about 16½ feet at the corner of Kansas Street and Mariposa Street.

Although visual quality is subjective, given the new project sponsor's intention to use exterior materials similar to buildings in the area and the fact the revised project would be in a densely developed area within a group of buildings of comparable height, the revised project would not result in a substantial or demonstrable negative aesthetic effect, nor would it substantially degrade the existing visual character of the site and its surroundings. Design considerations are left to the decision makers who must decide whether to approve or disapprove the proposed revised project, for reasons other than significant environmental effects. During the Conditional Use review processes, more details about the final design proposal are typically available to the public and to decision makers than during environmental review. Aesthetic and design features of the revised project may be more fully considered and addressed at that time.

glare

The design of the proposed revised project would comply with Planning Commission Resolution No. 9212, which prohibits the use of mirrored or reflective glass. The proposed revised project would not contain mirrored glass, would not include exterior lighting in excess of amounts common and accepted in urban areas, and would direct exterior lighting to minimize glare on neighboring buildings or streets. There may be photovoltaic cells on the roof, however, there would be a minium of glare from the cells as they generally have a low degree of reflectivity, would be horizontal on the roof, and would be partially screened from view from the neighboring residences.

views

Scenic views currently available to the public in the vicinity of the project site are available from higher elevations on Potrero Hill. From the southwest corner of the site (at the intersection of Mariposa and Kansas Streets), there are views of the downtown skyline, the Bay Bridge, Yerba Buena, and the East Bay hills. Private buildings in the area may have views of the hill, neighborhood, or beyond. Views from public streets or private properties may be altered by the proposed construction, but they are not expected to change considerably given that the neighborhood is densely developed and the previous S & C Ford building covered the entire site and reached a height of 35 feet at 17th Street. Although the proposed revised project would be about 52½ feet high at Kansas and 17th Street, views would not change considerably due to the floor plates stepping up Potrero Hill. For the reasons cited above, no significant visual impacts would occur. Nonetheless, due to the size of the site and therefore the visibility of the proposed new construction, the SEIR will include visual simulations and discussion of these issues for information purposes.

	Yes	No	Discussed
3. **Population** - Could the project:			
a. Induce substantial growth or concentration of population?	☐	■	■
b. Displace a large number of people (involving either housing or employment)?	☐	■	■
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	☐	■	■

The addition of up to 168 units of housing, about 4,000 square feet of retail space and approximately 34,500 square feet of grocery food market use would increase the daily population on the project site by about 330 people (the original project would have created about 1,100 net new jobs). This figure is based on a density of 1.35 residents per studio/one-bedroom (93 units) and 1.8 residents per two-/three-bedroom units (77 units), which would total about 265

persons;[1] one retail employee per 350 gross square feet of retail space (29 employees);[2] and about 35 employees for the food market space.[3] While potentially noticeable to the immediately adjacent neighbors, this population increase would be small relative to the existing population of the concentrated commercial and residential uses in the project area, and would not be a significant impact of the proposed revised project. The physical environmental effects of this increase in population on site will be addressed in the transportation section of the SEIR.

The site is currently vacant and no jobs would be displaced. Approximately 65 new jobs would be created which could increase the housing demand, however, this demand would be offset by the proposed 168 units that would be added to the housing supply in the City.

	Yes	No	Discussed
4. **Transportation/Circulation** - Could the project:			
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?			To be Determined
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?			To be Determined
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?			To be Determined
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?			To be Determined

The proposed revised project would include about 323 parking spaces and two loading dock spaces (compared to approximately 567 parking spaces proposed in the original project for the site). The increase in population on the project site would result in increased demands on the local transportation system, including increased traffic, transit demand, and parking demand. A Transportation Study will be conducted by a transportation consultant under the supervision of the Planning Department and summarized in the EIR. The study will address the impacts of the proposed revised project on traffic and vehicular circulation, transit, pedestrian circulation, bicycling, parking, freight loading during project construction and occupancy, and cumulative traffic impacts.

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1. Factors from: Table C7, Demographic Factors for the Propposed Mission Bay Project, Persons-per-Household by Unit Size, Volume III, Appendicies, Section C, p. 5, City and County of San Francisco, Department of City Planning, *Mission Bay Subsequent EIR*, 96.771, Certified September 17, 1998.

2 City and County of San Francisco, Department of City Planning, *Guidelines for Environmental Review: Transportation Impacts*, Appendix 1, July 1991.

3 City and County of San Francisco, Department of City Planning, *1750 -1770 Fulton Street Negative Declaration*, 98.318E, March 25, 1999.

	Yes	No	Discussed
5. **Noise** - Could the project:			
a. Increase substantially the ambient noise levels for adjoining areas?	☐	■	■
b. Violate Title 24 Noise Insulation Standards, if applicable?	☐	■	■
c. Be substantially impacted by existing noise levels?	☐	■	☐

The proposed construction could generate noise and possibly vibration that may be considered an annoyance by occupants of nearby properties. However, due to the temporary and intermittent nature of construction noise, and the relatively high traffic noise levels already existing in the immediate area, it would not be significant. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the San Francisco Police Code). The Noise Ordinance requires that construction work be conducted in the following manner: 1) noise levels of construction equipment, other than impact tools, must not exceed 80 decibels (DBA; a unit of measure for sound - "A" denotes the A-weighted scale, which simulates the response of the human ear to various frequencies of sound) at a distance of 100 feet from the source (the equipment generating the noise); 2) impact tools must have intake and exhaust mufflers that are approved by the Director of the Department of Public Works to best accomplish maximum noise reduction; and 3) if the noise from the construction work would exceed the ambient noise levels at the site property line by 5 DBA, the work must not be conducted between 8:00 PM and 7:00 AM, unless the Director of the Department of Public Works authorizes a special permit for conducting the work during that period. Because revised project construction noise would be temporary and intermittent and thus would not be considered significant, construction noise requires no further analysis and will not be addressed in the SEIR.

The noise generated by occupancy of the proposed mixed-use residential/commercial/parking building would be limited to vehicles arriving at and departing from the internal parking structure and loading zones. Based on published scientific acoustic studies, to produce an increase in ambient noise levels noticeable to most people in the project area, the traffic volumes in the area would need to double. A traffic study conducted for the proposed revised project and 350 Rhode Island project evaluated the potential cumulative traffic associated with the two projects, and concluded that traffic volumes would increase on the order of approximately twenty percent.[4] To minimize potential noise impacts to the existing residences located on Kansas Street, all parking garage entrances/exits would be on Rhode Island Street, and the loading docks would be on 17th Street. Hence, operational noise requires no further analysis and will not be discussed in the SEIR.

[4] Wilbur Smith Associates, *16th/Rhode Island Transportation Study, Final Report,* August 10, 1999. A copy of this land use study is available for public review in Project File 98.714E at the Planning Department, 1660 Mission Street, fifth floor, San Francisco.

	Yes	No	Discussed
6. **Air Quality/Climate** - Could the project:			
a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	☐	■	■
b. Expose sensitive receptors to substantial pollutant concentrations?	☐	■	■
c. Permeate its vicinity with objectionable odors?	☐	■	☐
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	☐	■	■

Air Quality

The Bay Area Air Quality Management District (BAAQMD) operates a regional air quality monitoring network which measures the ambient concentrations of six air pollutants (the "criteria pollutants") in the Bay Area Air Basin: ozone (0_3), carbon monoxide (CO), fine particulate matter (PM_{10}), lead (Pb), nitrogen dioxide (NO_2) and sulfur dioxide (SO_2).

The federal Clean Air Act of 1970 (amended in 1990) and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standards are not met as "non-attainment areas." Because of the differences between the federal and state standards, the designation of non-attainment areas is different under federal and state legislation. On the basis of the air quality monitoring data, the Bay Area was designated by the BAAQMD as a "non-attainment" area with respect to the federal O_3 and CO standards. In 1995, the Bay Area was redesignated by the U.S. Environmental Protection Agency as a "maintenance area" for O_3, and in 1997, the Bay Area was redesignated as a "maintenance area" for CO. However, in June of 1998, the U.S. Environmental Protection Agency, based on data from 1995-1997, reclassified the Bay Area again as a non-attainment area for O_3, essentially reversing the 1995 action. The Bay Area Air Basin is an attainment area or is unclassified for all other federal ambient air quality standards.

A four-year (1994 to 1997) summary of data collected at the BAAQMD monitoring station at 10 Arkansas Street (about four blocks east of the project site) indicates that there were no violations of either the state one-hour or eight-hour CO standards, or the standards for O_3, nitrogen dioxide, sulfur dioxide or lead. Prior to 1989, occasional violations of the state and federal 8-hour standard for carbon monoxide were also recorded annually. Carbon monoxide is a non-reactive air pollutant, of which motor vehicles are the major source. Carbon monoxide concentrations are generally highest during periods of peak traffic congestion. The state PM_{10} standard (but not the federal) was exceeded on 0 to 6 days each year during the 1994-1997 period. Particulate levels are relatively low near the coast and increase with distance from the coast, peaking in dry, sheltered valleys. The primary sources of

particulates in San Francisco are construction and demolition, combustion of fuels for heating, and vehicle travel over paved roads.[5]

A comparison of these data with those from other BAAQMD air quality monitoring stations indicates that San Francisco's air quality is among the least degraded of all urbanized portions of the Bay Area. Three of the prevailing winds which blow off the Pacific Ocean - west, northwest, and west-northwest - reduce the potential for San Francisco to receive air pollutants from elsewhere in the region, and these winds also disperse air pollutants arising in San Francisco to other parts of the Bay Area.

San Francisco, like all other sub-regions in the Bay Area, contributes to regional air pollutant concentrations, primarily O_3, in other parts of the Bay Area. Ozone is not emitted directly from air pollutant sources, but is produced in the atmosphere over time and distance through a complex series of photochemical reactions involving hydrocarbons (HC) and nitrogen oxides (NO_x), which are carried downwind as the photochemical reactions occur. Ozone standards are violated most often in the Santa Clara, Livermore and Diablo Valleys, because local topography and meteorological conditions favor the build-up of O_3 precursors there.

Air quality impacts from a project such as the proposed residential mixed-use project result from project construction and operation. Construction emissions, primarily dust generated by earthmoving activities and criteria air pollutants emitted by construction vehicles, would have a short-term effect on air quality. Operational emissions, generated by project traffic and by combustion of natural gas for building space, water heating, refrigeration and other grocery operations would continue to affect air quality throughout the lifetime of the project.

Revised project Construction

Construction activities such as excavation, grading, and construction vehicle traffic; and wind blowing over exposed soil would generate exhaust, dust and finer particulate matter, and other pollutants that would add to the particulate matter in the local atmosphere while soil is exposed, which would have a significant impact on local air quality for a period of months if not mitigated. Construction dust is composed mainly of large particles that settle out of the atmosphere more rapidly with increasing distance from the source. Under high winds, exceeding 12 miles per hour, localized effects from wind-blown dust include human discomfort. More of a nuisance than a hazard for most people, this dust could affect persons with respiratory diseases, as well as sensitive electronic or communications equipment. To reduce the quantity of dust generated during project construction, and reduce the significant air quality impact from dust generation to a less than significant level, the project sponsor would implement Mitigation Measure Number 1 listed in the Mitigation Measures section of this Initial Study.

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5. Bay Area Air Quality Management District, *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans*, April 1996.

Revised project Operation

Revised project operation would affect local air quality by increasing the number of vehicles on the local street network used by project traffic, and by introducing stationary source emissions to the project site. Transportation sources would account for over 90 percent of operational project-related emissions. Stationary source emissions, generated by combustion of natural gas for building space, water heating, refrigeration, and other grocery operations would be less than significant.

Local Impacts

On the local scale, the project would change traffic on the local street network, thus changing carbon monoxide (CO) levels along roadways used by project traffic. Carbon monoxide is an odorless, colorless poisonous gas whose primary source in the Bay Area is automobiles. Concentrations of this gas are highest near intersections of major roads.

The Bay Area Air Quality Management District has identified three criteria, the exceedance of any one criterion would require the estimation of local CO concentrations:

- Project vehicle emissions would exceed 550 pounds per day
- Project traffic would impact intersections or roadway links operating at Level of Service (LOS) D, E or F or would cause LOS to decline to D, E or F
- Project traffic would increase traffic volumes on nearby roadways by 10 percent or more.

The revised project generated traffic would cause the signalized intersections at Potrero Avenue and 17th Street to decline from a current LOS C to Level of Service D, and at Potrero and 16th Street to decline from a current LOS D to Level of Service E. The URBEMIS-2001 computer program (calculates vehicle trip emissions to and from a project) was applied to the revised project daily trip generation under winter conditions to estimate the total CO (for consistency) emissions that would be generated by revised project traffic. The resulting emission of 523 pounds/day of CO from revised project traffic does exceed the BAAQMD threshold of significance of 550 pounds/day.

Table 1 shows the predicted 1-hour and 8-hour averaged CO concentrations at the intersection that met the BAAQMD criteria for modeling. Traffic from the proposed revised project would increase both the 1-hour and 8-hour concentrations by 0.3 and 0.2 ppm, respectively, however, the carbon monoxide concentrations at the intersection would be below the applicable state and federal standards. Therefore, the proposed revised project would have a less than significant impact on local CO concentrations.

Table 1
EXISTING AND PROJECTED CURBSIDE CARBON MONOXIDE CONCENTRATIONS AT POTRERO AND 17TH STREET AND POTRERO AND 16TH STREET INTERSECTION*

Intersection	Without Project (2002) 1-Hour	8-Hour	With Project and 350 Rhode Island (2002) 1-Hour	8-Hour
Potrero Avenue/16th Street	8.3	5.6	8.6	5.8
Potrero Avenue/17th Street	8.3	5.6	8.6	5.8
Most Stringent Standard	20.0	9.0	20.0	9.0

* Calculations were made using a screening procedure contained in the *BAAQMD CEQA Guidelines*. Background concentrations of 6.3 parts per million (ppm) (1-hour) and 4.2 ppm (8-hour) were calculated using 1992 isopleths of carbon monoxide concentration and rollback factors developed by the Bay Area Air Quality Management District. The one-hour state standard is 20 ppm, the one-hour federal standard is 35 ppm, and the eight-hour state and federal standards are 9 ppm. Emission factors were derived from the California Air Resources Board EMFAC7F computer model (Version 1.1).

Source: Don Ballanti, Certified Consulting Meteorologist.

Regional Impacts

Project traffic would also affect air quality outside the project vicinity. Vehicle trips to and from the project site would result in air pollutant emissions over the entire Bay Area. The URBEMIS-2001 computer program was employed to calculate the air pollutant emissions associated with the proposed project. Table 2 shows the daily increases in regional air pollutant emissions from project travel. Guidelines for the evaluation of project impacts issued by the Bay Area Air Quality Management District consider air pollutant emission increases to be significant if the project emissions exceed 80 pounds/day for regional air pollutants (reactive hydrocarbons [HC], nitrogen oxides [NO_X], and PM_{10}). As shown in Table 2, project emissions are below the significance threshold for these air pollutants. Therefore, the proposed project would have a less than significant impact on regional air quality.

Table 2
PROJECT REGIONAL EMISSIONS IN POUNDS PER DAY*

	Reactive Hydrocarbons	Nitrogen Oxides	PM_{10}
BAAQMD Threshold	80.0	80.0	80.0
Project Daily Emission	44.5	37.0	19.8

* Estimates of regional emissions generated by project traffic were made using a complex computer program called URBEMIS-2001. Inputs to the URBEMIS-2001 program include trip generation rates, vehicle mix, average trip length by trip type and average speed. Trip generation rates for project land uses were provided by the project transportation consultant. Average trip lengths and vehicle mixes for the Bay Area were used. Average speed for all types of trips was assumed to be 25 miles per hour (mph). The analysis assumed a year 2004 vehicle mix. The URBEMIS-2001 runs assumed summertime conditions for ROG, NOX and PM_{10}.

Source: Don Ballanti, Certified Consulting Meteorologist

Shadow

The new 450 Rhode Island Street building would be two stories tall (16½ feet at the corner of Mariposa and Kansas Streets) and five stories tall (about 49½ feet)along 17th Street, which would incrementally increase the amount of shadow on area streets and sidewalks and adjacent properties at certain times of the day and year. Section 295 of the *San Francisco Planning Code* was adopted in response to Proposition K (passed in November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the Planning Commission finds the impact to be insignificant. To determine whether the original project would conform with Section 295, a shadow fan analysis was prepared by the Planning Department, which concluded that project shadow would not shade public areas subject to Section 295. The revised project cast a similar shadow and would not shade public areas. The revised project, however, would at times shade portions of 17th, Rhode Island, and Kansas Streets, as well as the sidewalks adjacent to the project buildings along these streets. A copy of the shadow fan analysis for the original project is available for review in Project File No. 99.410E at the Planning Department, 1660 Mission Street, San Francisco.

The shading of adjacent streets, sidewalks, and private properties would not be considered a significant adverse impact of the proposed project for the following reasons: a) based on the shadow fan analysis, the proposed revised project would not shade public areas subject to Section 295 of the *Planning Code*; b) a limited number and amount of private parcels, as opposed to a regional public facility or property, would be affected by shading from the proposed development; and c) the net new shading of adjacent parcels which would result from constructing the new buildings and altering the existing buildings would be limited in scope, and would not increase the total amount of shading above levels which are common and generally accepted in urban areas. Therefore, the SEIR will not discuss the shadow impacts of the proposed revised project.

Wind

Wind conditions partly determine pedestrian comfort on sidewalks and in other public areas. In downtown areas, tall buildings can redirect wind flows around and down to street level, resulting in increased wind speed and turbulence at street level. The original project did not appear to have the potential to cause adverse wind accelerations in pedestrian areas adjacent to the site[6], and the since the massing of the revised project would be similar, the minimal effect on adverse wind accelerations would be about the same as the original project. Although the long axis of the building is oriented across the prevailing wind direction, the 52½-foot maximum height of the structure limits the strength of any wind accelerations that would be generated by the revised project. The Kansas Street frontage would be the building face most exposed to the winds from the west, but very little of the Kansas Street facade would extend above the existing 2-3-story residences to the west. Moreover, a proposed mid-block break in the massing for the open space commons would further assist in minimizing potential wind accelerations. Based on consideration of the exposure, massing, and orientation of the proposed

6. Don Ballanti, Certified Consulting Meteorologist, letter to During Associates December 8, 1999. This letter is available for review in Project File No. 99.410E at the Planning Department, 1660 Mission Street, San Francisco.

revised project design, the revised project does not have the potential to cause significant changes to the wind environment. Therefore, the SEIR will not discuss wind generated by the proposed revised project.

	Yes	No	Discussed
7. **Utilities/Public Services** - Could the project:			
a. Breach published national, state or local standards relating to solid waste or litter control?	☐	■	☐
b. Extend a sewer trunk line with capacity to serve new development?	☐	■	☐
c. Substantially increase demand for schools, recreation or other public facilities?	☐	■	☐
d. Require major expansion of power, water, or communications facilities?	☐	■	■

The proposed revised project would incrementally increase demand for and use of public services and utilities on the project site, but not in excess of amounts expected and provided for in the project area. The revised project would be undertaken in a fully built-out area of San Francisco, where all services and utilities are currently provided. No need for any expansion of public service or public utilities is anticipated. The new buildings would be designed to incorporate water-conserving measures such as low-flush toilets and urinals, as required by California State Building Code Section 402.0(c). In conclusion, the proposed revised project would not result in significant adverse impacts on public services and utilities. Therefore, the SEIR will not discuss public services and utilities.

	Yes	No	Discussed
8. **Biology** - Could the project:			
a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	☐	■	■
b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	☐	■	☐
c. Require removal of substantial numbers of mature, scenic trees?	☐	■	☐

The project site is covered with impervious surfaces and is located within an urban area which has been developed since the late nineteenth century. As no vegetation or wildlife habitat exists on the site, additional development on the site would not affect any plant or animal habitats or interfere with the movement of any resident or migratory animal species. The open space proposed as part of the revised project would include street trees and other vegetation appropriate for the urban landscape of the project site. In conclusion, the proposed revised project would not result in significant adverse impacts on biology. Therefore, the SEIR will not discuss biology.

	Yes	No	Discussed
9. **Geology/Topography** - Could the project:			
a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	☐	■	■
b. Change substantially the topography or any unique geologic or physical features of the site?	☐	■	☐

The elevation of the project site ranges from approximately 17 feet above Mean Sea Level (MSL) at the northeast corner to about 73 feet MSL at the southwest corner. The *San Francisco General Plan Community Safety Element* contains maps that show areas in the City subject to geologic hazards. The project site is located in an area subject to groundshaking from earthquakes along the San Andreas and Northern Hayward faults and other faults in the San Francisco Bay Area (see Maps 2 and 3 in the Community Safety Element).

Based on borings taken in the course of the Phase I Environmental Site Assessment completed for the site and as part of the ongoing geotechnical investigation, the project site is underlain by 2 to 16 feet of fill, at varying depths across the site. The fill consists of silty sand, gravel with clay and sand, and clay. Below the fill is bedrock of the Franciscan Formation, consisting of weathered and fractured Serpentine/Greenstone. The depth to groundwater ranges from 4 to 32 feet below the site surface.[7]

Construction of the partially below-grade parking levels for the proposed revised project would require excavation of most of the site to depths ranging from about three feet to thirty feet. Approximately 30,000 cubic yards of soil would be removed. Given the depth to groundwater, it is anticipated that temporary dewatering would be required during construction. Preliminary structural calculations indicate that the proposed building would be supported on a single concrete mat foundation system and would resist the uplift hydrostatic pressure from the groundwater.[8] The basement excavation should be shored with either soldier piles (piles driven horizontally), timber beams or shotcrete (sprayed cement), or with a cast-in-place permanent wall extending into bedrock.

The site is located outside the areas of liquefaction potential delineated in a 1992 City-commissioned study of areas susceptible to liquefaction.[9] Furthermore, all of the existing soil cover would be removed during excavation and the basement slab would be properly engineered to current Building Code requirements, further reducing the probability that the project site would be affected by soil liquefaction, settlement, lateral movement, or landsliding.

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7. Treadwell & Rollo, *Summary of Geotechnical and Environmental Issues, 450 Rhode Island Street, San Francisco, California,* This report is available for public review in Project File No. 99.410E at the Planning Department, 1660 Mission Street, fifth floor, San Francisco.

8. Ibid.

9. State of California, *Seismic Hazards Zones, Zones of Liquefaction Potential, City and County of San Francisco*, April 17, 1997.

The Department of Building Inspection (DBI), in its review of the building permit application, requires the project sponsor to prepare a geotechnical report to assess the nature and severity of the hazard(s) on the site and recommend revised project design and construction features that would reduce the hazard(s). To ensure compliance with all *San Francisco Building Code* provisions regarding structural safety, when DBI reviews the geotechnical report and building plans for the proposed revised project, it will determine necessary engineering and design features for the project to reduce potential damage to structures from groundshaking and liquefaction. Therefore, potential damage to structures from geologic hazards on the project site would be mitigated through the DBI requirement for a geotechnical report and review of the building permit application pursuant to its implementation of the *Building Code*. The SEIR will not address geology and soils.

	Yes	No	Discussed
10. **Water** - Could the project:			
a. Substantially degrade water quality, or contaminate a public water supply?	☐	■	■
b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	☐	■	■
c. Cause substantial flooding, erosion or siltation?	☐	■	☐

Based on a recent geotechnical report prepared by Treadwell and Rollo, groundwater at the site varies from 4 to 32 feet below the ground surface.[10] The gradient of groundwater flow is assumed to follow the topography and flow northeast.

Dewatering of the project site is likely to be required during excavation. If dewatering were necessary, the final soils report would address the potential settlement and subsidence impacts of this dewatering. Based on this discussion, the soils report would determine whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey were recommended, the Department of Building Inspection would require that a Special Inspector (as defined in Article 3 of the Building Code) be retained by the project sponsor to perform this monitoring. Instruments would be used to monitor potential settlement and subsidence. If, in the judgement of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

If dewatering were necessary, the project sponsor and its contractor would follow the geotechnical engineers' recommendations regarding dewatering to avoid settlement of adjacent streets, utilities, and buildings that could potentially occur as a result of dewatering.

In addition, any groundwater encountered during construction of the proposed project would be subject to requirements of the City's Industrial Waste Ordinance (Ordinance Number 199-77), requiring that groundwater meet specified water quality standards before it may be discharged into the sewer system. The Bureau of Environmental Regulation and

10. Treadwell & Rollo, Inc., op. cit.

Management (BERM), of the San Francisco Public Utilities Commission must be notified of projects necessitating dewatering, and may require groundwater analysis before discharge. Potential degradation of groundwater quality as a result of dewatering during project construction would be reduced to a less than significant level through BERM requirement for retention of groundwater pumped from the project site in a holding tank, and analysis of the quality of this groundwater before it is discharged to the combined sanitary and storm drain sewer system.

The project site is currently covered by impervious surfaces. Site drainage would be redesigned to take into account the below-grade structure, but site runoff would continue to drain to the City's combined storm and sanitary sewer and be treated at the Southwest Water Pollution Control Plant prior to discharge to San Francisco Bay. Wastewater treatment would be provided pursuant to the effluent discharge limitations set by the Plant's National Pollutant Discharge Elimination System (NPDES) Permit. The foundation and portions of the building below grade would be water tight to avoid the need to permanently pump and discharge water. Stormwater runoff from upstream of the site would be collected along Mariposa Street and conveyed under the site in a drainage channel that would discharge into the City storm drain system along 17th Street. Natural groundwater flow would continue under and around the site. The revised project, therefore, would not substantially alter existing groundwater quality or flow conditions.

In conclusion, the proposed revised project would not result in significant adverse impacts on surface water or groundwater quality. Therefore, the SEIR will not discuss water.

	Yes	No	Discussed
11. **Energy/Natural Resources** - Could the project:			
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	☐	■	■
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	☐	■	☐

Energy Use

The project includes new residential units, a grocery store, retail use and parking areas. Development of these uses would not result in use of large amounts of fuel, water or energy in the context of energy use throughout the City and region. The project would meet current state and local codes concerning energy consumption, including Title 24 of the *California Code of Regulations* enforced by the Department of Building Inspection. For this reason, the project would not cause a wasteful use of energy, and would have a less-than-significant impact on energy and natural resources.

The proposed project would increase demand for and use of public services, but not in excess of amounts expected and provided for in this area. San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem is thought to be that the State does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of

deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area and elsewhere in the State. These facilities could supply additional energy to the power supply "grid" within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project would not be built and occupied until about 2004; therefore; additional generating facilities may have been completed by the time the project is in operation. The project-generated demand for electricity would be negligible in the context of the overall demand with San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the proposed project would not result in a significant physical environmental effect.

Because the project would comply with the energy efficiency regulations of Title 24, it would not be considered to use energy wastefully. Based on this evaluation, no substantial environmental effects related to energy use are expected from the proposed project, and energy consumption will not be discussed further in the EIR.

Natural Resource Use

Other than natural gas and coal fuel used to generate the electricity for the project, the project would not use substantial quantities of other non-renewable natural resources. Therefore, the project would not have a substantial effect on the use, extraction, or depletion of a natural resource, and this topic is not required to be further analyzed on the EIR.

	Yes	No	Discussed
12. **Hazards** - Could the project:			
a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	☐	■	■
b. Interfere with emergency response plans or emergency evacuation plans?	☐	■	■
c. Create a potentially substantial fire hazard?	☐	■	■

This section addresses the potential hazardous materials on the project site including Underground Storage Tanks (USTs), possible asbestos in the Serpentine soils, contaminants in the soils and fire hazards.

A Phase I Environmental Site Assessment (ESA) was conducted for the project by ACC Environmental Consultants (ACC) in January 1998[11] which described the land use history of the project site and area that may have involved handling, storage, or disposal of hazardous materials that could have affected the quality of soils or groundwater, and evaluated the potential presence of chemically-affected soil on the project properties. During site reconnaissance performed in the course of the

11. ACC Environmental Consultants, *Phase I Environmental Site Assessment Report, 450 Rhode Island Street, San Francisco, California*, January 13, 1998. This report is available for public review in Project File No. 99.410E at the Planning Department, 1660 Mission Street, fifth floor, San Francisco.

Phase I ESA, ACC observed the removal of nine underground storage tanks from the site. The tanks were removed by Innovative & Creative Environmental Solutions (ICES) under contract with Levine-Fricke-Recon, Inc.[12], and a letter of case closure of the remediation action was issued by the San Francisco Department of Public Health on February 26, 1998.[13]

Soil Contamination; Underground Storage Tanks

Nine underground storage tanks (USTs) previously located under the sidewalks on Rhode Island and Kansas Streets were removed in December 1997 and January 1998. Four 4,000-gallon single-wall USTs were located under the Kansas Street sidewalk adjacent to the site, three of which appeared to previously contain motor oil, while the fourth was used to store diesel fuel. Three of the tanks had holes indicating that they had leaked. Elevated concentrations (up to 6,400 mg/kg) of total petroleum hydrocarbons (TPH) as diesel (TPHd) were encountered in the soil surrounding the removed tanks. Additional excavation was performed to remove the petroleum-affected soil. Four single-wall 1,000-gallon USTs previously containing gasoline were located under the sidewalk along Rhode Island Street, along with a 2,500-gallon UST which stored gasoline. Two of the 1,000-gallon tanks had holes. Elevated concentrations of TPH as gasoline (TPHg) (up to 3,100 mg/kg) and TPHd (up to 760 mg/kg) were encountered in the soil surrounding these tanks. About 16 cubic yards of contaminated soil were removed and disposed of at a Class I hazardous waste landfill. The City issued a closure letter for the site on February 26, 1998, indicating that no further remedial action was required.

Due to the history of use of the project site and the former presence of leaking USTs on the site, a limited subsurface soil investigation was conducted as part of the Phase I ESA to determine if soil contaminants had migrated beyond the existing building and onto nearby properties down-gradient of the site. Three soil borings were drilled along the perimeter of the north end of the site on the site in December 1997. Due to refusal conditions encountered in the serpentine bedrock, soil samples were only collected from a boring drilled in the northeast corner of the property, in the presumed down-gradient direction from the former USTs. Two samples were collected at 10.5 and 16 feet below ground surface, respectively, and submitted for laboratory analysis for TPHg and BTEX (benzene, toluene, ethylbenzene, and xylenes). No detectable concentrations of TPHg or BTEX were identified in the soil samples.

As noted above, the City Department of Public Health issued a closure letter indicating that no further remedial action was required. No further soil sampling or remediation is required by the City. The project sponsor, however, will provide site monitoring during demolition and ground disturbing activities to determine if any additional soil contamination exists and to protect construction worker and the public. If additional soil contamination were discovered, removal/remediation of contaminated soils would be conducted in accordance with local, state and federal regulations. Construction of the new building at 450 Rhode Island Street would entail excavation of about 30,000 cubic yards of soil. Disposal of this soil would

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12. Levine-Fricke-Recon, *Underground Storage Tank Removal Report, 450 Rhode Island Street, San Francisco, California*, January 28, 1998. This report is available for public review in Project File No. 99.410E at the Planning Department, 1660 Mission Street, fifth floor, San Francisco.

13. City and County of San Francisco, Department of Public Health, Environmental Health Management, letter from Albert Lee, Senior Environmental Health Inspector, to Rick England, Lick Wilmerding High School, February 26, 1998. This letter is available for public review in Project File No. 99.410E at the Planning Department, 1660 Mission Street, fifth floor, San Francisco.

be subject to local and state regulations, including laboratory testing to identify any potential contamination and procedures for disposal as a hazardous waste, if warranted. These regulations and procedures would ensure that any potential impacts due to the presence of petroleum hydrocarbons, heavy metals, or other hazardous materials in soils on the project site would be reduced to a less than significant level.

Other Environmental Conditions

Eight above-ground storage tanks (ASTs) have been removed. The asbestos-containing building materials (ACBM) and lead-based paint in the previous building on the site have been removed and the building demolished following all appropriate local, state and Federal requirements.

Serpentine Containing Asbestos

The proposed excavation for below-grade parking levels would encounter Franciscan Formation bedrock that could contain chrysotile, a variety of serpentine that constitutes a potentially harmful form of asbestos. If chrysotile is present in the rock, operations such as drilling, ripping, and off-hauling could produce dust that contains asbestos. This could be a short-term construction hazard possibly affecting on-site personnel and persons in near-vicinity, off-site locations. It should be determined whether the bedrock proposed for excavation contains chrysotile serpentine. If the bedrock contains chrysotile serpentine, an evaluation would be required to determine whether construction operations would disturb the bedrock. If construction operations would disturb chrysotile serpentine in the bedrock, measures would be established to limit dust generation and adequately protect on-site workers and neighbors against prolonged asbestos exposure. Because asbestos poses a hazard when it is in a friable (crushed) condition and becomes airborne, appropriate mitigation is required (see Section D, Mitigation Measures). Implementation of Mitigation Measure Number 2 by the project sponsor in the Mitigation Measures section of the Initial Study would minimize potential impacts related to serpentine contain asbestos to a less-than-significant level.

Fire Hazards

San Francisco ensures fire safety primarily through provisions of the *Building Code* and the *Fire Code*. Existing buildings are required to meet standards contained in these codes. In addition, the final building plans for any new or modified office building project are reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection) in order to ensure conformance with these provisions. The proposed project would conform to these standards, which would include sprinkler systems throughout the building. In this way, potential fire hazards (including those associated with hillside development, hydrant water pressure, and emergency access) would be mitigated during the building permit review process.

In conclusion, potential public health and safety hazards related to the presence of soil contaminated with petroleum hydrocarbons and heavy metals on the project site and potential fire hazards in the new building would be reduced to a less than significant level as a result of regulations and procedures already established as part of the review process for building permits and mitigation proposed as part of the project. Therefore, the SEIR will not discuss hazards.

	Yes	No	Discussed
13. **Cultural** - Could the project:			
a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	☐	■	■
b. Conflict with established recreational, educational, religious or scientific uses of the area?	☐	■	■
c. Conflict with the preservation of buildings subject to the provisions of Article 10 or (proposed) Article 11 of the City Planning Code?	☐	■	■

Prehistoric and Historic Archaeological Resources

A cultural resources evaluation of the project site was completed by an independent consultant and is summarized here.[14] In its natural state, the project site was situated on the windswept, steep northern slope of Potrero Hill, ranging in elevation from 25 to 75 feet above sea level. The site was situated directly adjacent to the marshlands that bordered the original shoreline of Mission Bay, located less than a quarter mile to the east. Mission Creek was less than a quarter mile north of the site, and several small tributaries of Mission Creek flowed within approximately 100 meters of the site. A large lagoon, subsequently known as Laguna de Dolores, was located near the western boundary of the site. This lagoon continually diminished in size between the closing decades of the 18th century and about 1850, and was ultimately filled in completely. Vegetation in the project area was probably similar to the vegetation found throughout most of the northern San Francisco peninsula, mainly grasses, scrub brush, and occasional stands of willows and oak trees.

The project site is situated in what was, prior to the arrival of the first Europeans, the northwestern portion of the territory occupied by the Costanoan people, a Native American group also referred to in anthropological literature as the Ohlone. The marshes of Mission Bay were situated in close proximity to the project site, as were several natural sources of fresh water (i.e., Mission Creek and its tributaries). Previous research has shown that such environments may have represented favorable sites for a Native American settlement. Several deeply buried, previously unrecorded prehistoric sites have been recently discovered in the South of Market area. An assessment of the characteristics of these archaeological sites and their proximity to the shoreline of Yerba Buena Cove and the marshes bordering Mission Bay suggests that similar prehistoric/protohistoric (up to 1775 A.D.) archaeological deposits could possibly exist within or adjacent to the proposed project site, but the chances are remote, given that the site is situated directly above bedrock.

It is unlikely that there was any regular activity on the project site or its immediate vicinity during the Spanish, Mexican Periods or Early American eras (1776-1848). The Mission Dolores and the Presidio, the principal centers of activity, were

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14. Allen G. Pastron, PhD., *Archival Cultural Resources Evaluation of the Proposed 450 Rhode Island Street Multimedia Development Project (also known as the 1901 17th Street Development project), Located Within the Block Bounded by 17th, Mariposa, Kansas and Rhode Island Streets, San Francisco, California*, August 1999. This report is available for public review in Project File No. 99.410E at the Planning Department, 1660 Mission Street, San Francisco, CA.

located at a considerable distance from the site, and the gradual growth of the settlement of Yerba Buena (later renamed San Francisco) was also quite removed from the project site and separated by the waters of Mission Bay. Throughout the entirety of the Early Historic Period, the project area remained in a completely natural state.

Following completion of Long Bridge, efforts began to reclaim Mission Bay, which measured nearly a mile across. Initially filled with sand by hand and horse cart, steam shovels and small rail cars were subsequently employed. Rock excavated for a nearby railroad line was later added to the bay fill, along with garbage and debris. Following the Great San Francisco Earthquake and Fire of 1906, many tons of building debris were dumped into Mission Bay, accelerating its reclamation. By 1910 the bay had been completely filled in. Meanwhile, a systematic program of cutting and grading was occurring throughout the city to bring elevation grades into conformity with an official city base system established by the San Francisco Board of Supervisors. A series of municipal orders established required elevations at the intersections of the four streets surrounding the project site which, with the exception of 16th Street, were not graded until the late 1870s. The required elevations, which were established from a city base of zero ranged from 16 feet at 17th Street and Rhode Island to 73 feet at Mariposa Street and Kansas Street.

Analysis of available data on the original topography of the site indicates that a substantial amount of topographic reduction occurred in the northern portion of the project site when the area was brought into conformity with the established city grade system during the mid-1870s to late-1880s. It does not appear that any appreciable topographic alteration (cutting, grading, or filling) was performed on the southern portion of the site. The archaeologist concluded that if prehistoric/protohistoric and/or historic period cultural resources were ever deposited beneath the northern portion of the project site, they were most likely graded away and removed, while any materials deposited beneath the southern portion of the site may conceivably remain buried on the site.

The first known development on the project site was two small structures, assumed to be simple residences, situated along the line of what would become 17th Street, between Kansas and Rhode Island Streets. These buildings were developed in the mid-1850s; throughout the remainder of this decade, the rest of the site and its surroundings remained in an almost completely natural state. By the late 1860s, these structures appear to have been removed. The project site was entirely vacant at this time and development in the vicinity was limited to a few scattered residences. At the close of the 1870s, Mariposa, Rhode Island, and Kansas Streets had yet to be graded, while 17th Street extended nearly to the shoreline of Mission Bay, to the east. By 1889, only Rhode Island Street remained to be opened to traffic. Three small wood frame structures were the only development on the project block. At this point, the site was part of a sparsely settled residential neighborhood, filled with a scattering of modest, single-story frame dwellings. In the ensuing decades through the 1920s, the area was transformed into an industrial district. The block and the surrounding vicinity escaped the devastation of the Great Fire that accompanied the 1906 earthquake. By 1914 the entire project site was developed with the Reinhart Lumber & Planing Mill Company, which consisted of a variety of industrial structures. Other properties surrounding the project site were developed in the early 1900s and included an iron works, fuel oil company, soap factory, and glycerin manufacturer. By the 1930s, neighboring uses included a wool manufacturer, pipe-fitting warehouse, machine shop, brewery, and a wholesale meat business. Since the early decades of the 20th century, the project area has remained a heavy industrial district, with little economic, demographic, or architectural change taking place.

In summary, the body of available historical and archaeological evidence suggests that there is very little potential for encountering prehistoric/protohistoric archaeological resources or historic cultural resources from the Spanish/Mexican, Early American, or Gold Rush periods (1775-1857) at the site. However, if archaeological resources from these periods were to be encountered on the site, they would be historically and/or archaeologically significant. With implementation of Mitigation Measure Number 3 in this report, the revised project's potential impact on subsurface cultural resources would be reduced to a level of insignificance. Archaeological resources, therefore, require no further analysis and will not be included in the SEIR.

Historic Architectural Resources

Since the project area does not have an established recreational, educational, religious or scientific use, the proposed project would not conflict with these uses. As there are no buildings currently on the project site, the potential of the proposed project to affect historic and architectural resources of significance would be limited to its potential effect on adjacent properties. Buildings in the immediate vicinity of the project site were surveyed between 1974 and 1976 as part of a city-wide inventory by the Planning Department of architecturally significant buildings. The inventory assessed the architectural significance of 10,000 surveyed structures from the standpoint of overall design and particular design features. Both contemporary and older buildings were included and each building was numerically rated according to its overall architectural significance. The ratings ranged from a low of "0" to a high of "5". Factors considered included architectural significance, urban design context, and overall environmental significance. No building adjacent to the project site was listed in the 1976 *Citywide Architectural Survey*. Further, no building near the project site is designated as a City Landmark, listed on the National Register of Historic Places, or subject to the provisions of Article 10 (Preservation of Historical, Architectural and Aesthetic Landmarks) or Article 11 (Preservation of Buildings and Districts of Architectural, Historical and Aesthetic Importance in the C-3 Districts) of the *Planning Code*. Hence, no further analysis of cultural resources will be discussed in the SEIR.

	Yes	No	Discussed
C. OTHER			
Require approval and/or permits from City Departments other than the Planning Department or Department of Building Inspection or from Regional, State or Federal Agencies?	☐	■	■

Other than the Planning Department and the Department of Building Inspection, the project would not require approval or permits from any other Regional, State or Federal agency.

D. MITIGATION MEASURES PROPOSED AS PART OF THE PROJECT

	Yes	No	N/A	Discussed
1. Could the project have significant effect if mitigation measures are not included in the project?	■	□	□	■
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	■	□	□	■

The following mitigation measures are related to topics determined to require no further analysis in the SEIR. The SEIR will contain a Mitigation Measures chapter which describes these measures and includes other measures which would or could be adopted to reduce potential adverse effects of the revised project identified in the SEIR.

The revised project sponsor has agreed to implement the following mitigation measures:

1. ***Construction Air Quality:*** The project sponsor shall require the construction contractor(s) to spray the project site with water during excavation, grading, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand, or other such material; and sweep surrounding streets during these periods at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require the construction contractor(s) to obtain reclaimed water from the Clean Water Program for this purpose. The project sponsor shall require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as prohibiting idling motors when equipment is not in use or when trucks are waiting in queues, and implementing specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

2. ***Hazards:*** The project sponsor shall require the construction contractor(s) for the proposed project to water the site during excavation activities at least twice daily, or more frequently if necessary to prohibit visible dust emissions (which might indicate emission of non-visible dust), and take other steps to minimize dust generation during excavation, storage, and transport. If there are excavated materials containing over 1 percent friable asbestos, they would be treated as hazardous waste, and would be transported and disposed of in accordance with applicable State and federal regulations. These procedures are intended to mitigate any potential health risks related to chrysotile asbestos, which may or may not be located on the site.

3. ***Cultural Resources:*** Given the location and depth of excavation proposed, and the likelihood that archaeological resources would be encountered on the project site, the sponsor has agreed to retain the services of an archaeologist. The archaeologist would carry out a pre-excavation testing program to better determine the probability of finding cultural and historical remains. The testing program would use a series of mechanical, exploratory borings or trenches and/or other testing methods determined by the archaeologist to be appropriate.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist would submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures would be implemented by the project sponsor and might include a program of on-site monitoring of all project soils disturbing activities, during which the archaeologist would record observations in a permanent log. The monitoring program, whether or not there are finds of significance, would result in a written report to be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor would designate one individual on site as his/her representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the Environmental Review Officer (ERO), and the project sponsor would halt any activities which the archaeologist and the ERO jointly determine could damage such cultural resources.

After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, curation, and data recovery.

After the completion of the archaeological field program, the archaeologist would prepare a draft final report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

A copy of the draft final report prepared according to this mitigation measure would be sent first and directly to the ERO for review and comment. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the California Historical Resources Information System, Northwest Information Center. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Historical Resources Information System, Northwest Information Center.

E. ALTERNATIVES

Alternatives to the proposed revised project will be defined further and described in the SEIR. At a minimum, the alternatives analyzed in the SEIR will include the following:

1. A No Project Alternative, in which the project site would remain in its existing condition.
2. A Less Dense Development Alternative, in which the proposed uses would be at a lower level of intensity.

F. MANDATORY FINDINGS OF SIGNIFICANCE

	Yes	No	Discussed
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	☐	■	☐
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	☐	■	☐
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	■	☐	■
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	■

Construction and operation of the proposed revised project could result in significant adverse traffic and circulation, transit, and parking impacts. The SEIR will discuss the potential transportation impacts of the revised project.

G. ON THE BASIS OF THIS INITIAL STUDY

☐ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

■ I find that the proposed revised project MAY have a significant effect on the environment, and an SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT is required.

Date: 11/1/02

PAUL E.MALTZER
Environmental Review Officer
for
Gerald G. Green
Director of Planning

Appendix B

Intersection Level of Service Designations

APPENDIX B
INTERSECTION LEVEL OF SERVICE DESIGNATIONS

Existing and future traffic conditions at signalized intersections within the primary study area have been evaluated using the TRAF-NETSIM Traffic Simulation Model. Conditions at signalized intersections in the secondary study area have been evaluated using the *1985 Highway Capacity Manual* (Transportation Research Board, 1985) operations methodology. Both methodologies use the concept of Level of Service (LOS), which, for signalized intersections, is defined in terms of delay, or waiting time at a signal. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Intersection LOS, determined according to the vehicle delay in seconds per vehicle, range from LOS A (very low delay) to LOS F (forced flow). Table C-1 (page A.46) provides more detailed descriptions of the six LOS, A through F, for signalized intersections using the *1985 Highway Capacity Manual* method. The TRAF-NETSIM simulation calculates LOS in much the same way, with similar results, but refines the analysis based on signal progression along streets, such as the Embarcadero, and based on spill-back, when queues from one intersection extend back to a previous intersection.

In the past, for planning applications, the City of San Francisco has used a slightly different methodology than the TRAF-NETSIM or *1985 Highway Capacity Manual* to analyze operations at signalized intersections. That method, known as the *Critical Lane Analysis* (Transportation Research Circular Number 212, Transportation Research Board, 1980), determines the ratio of critical opposing traffic volumes to theoretical intersection capacity, yielding the volume-to-capacity (v/c) ratio. Intersection LOS, determined according to the value of the v/c ratio, range from LOS A (free flowing condition) to LOS F (severely congested conditions). Table C-2 (page A.47) provides more detailed descriptions of the six LOS, A through F, for signalized intersections using the *Critical Lane Analysis* methodology.

TABLE C-1
SIGNALIZED INTERSECTION LEVEL OF SERVICE DEFINITIONS BASED ON DELAY

LEVEL OF SERVICE	TYPICAL DELAY (SEC/VEH)	TYPICAL TRAFFIC CONDITION
A	≤ 5.0	**Insignificant Delays:** No approach phase is fully utilized and no vehicle waits longer than one red indication.
B	5.1 - 15.0	**Minimal Delays:** an occasional approach phase is fully utilized. Drivers begin to feel restricted.
C	15.1 - 25.0	**Acceptable Delays:** Major approach phase may become fully utilized. Most drivers feel somewhat restricted.
D	25.1 - 40.0	**Tolerable Delays:** Drivers may wait through more than one red indication. Queues may develop but dissipate rapidly, without excessive delays.
E	40.1 - 60.0	**Significant Delays:** Conditions are generally the limit of acceptable delays. Vehicles may wait through several signal cycles and long queues of vehicles from upstream.
F	> 60.0	**Excessive Delays:** Represents unacceptable conditions with extremely long delays. Queues may block upstream intersections.

Sources: *Highway Capacity Manual*, Highway Research Board, Special Report No. 209, Washington, D.C., 1985; *Interim Materials on Highway Capacity*, Circular 212, Transportation Research Board, 1980; Korve Engineering.

TABLE C-2
ARTERIAL LEVEL OF SERVICE DEFINITIONS BASED ON TRAVEL SPEED

ARTERIAL CLASS	I	II	III
RANGE OF FREE FLOW SPEEDS (mph)	45 to 35	35 to 30	35 to 25
TYPICAL FREE FLOW SPEED (mph)	40	35	27
LEVEL OF SERVICE	AVERAGE TRAVEL SPEED (mph)		
A	≥ 35	≥ 30	≥ 25
B	≥ 28	≥ 24	≥ 19
C	≥ 22	≥ 18	≥ 13
D	≥ 17	≥ 14	≥ 9
E	≥ 13	≥ 10	≥ 7
F	< 13	< 10	< 7

Level of Service A: Primarily free-flow operations at average travel speeds, usually about 90 percent of the free flow speed for the arterial class. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at signalized intersections is minimal.

Level of Service B: Reasonably unimpeded operations at average travel speeds, usually about 70 percent of the free flow speed for the arterial class. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tension.

Level of Service C: Stable operations. However, ability to maneuver and change lanes in mid-block locations may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds of about 50 percent of the average free flow speed for the arterial class. Motorists will experience an appreciable tension while driving.

Level of Service D: Borders on a range on which small increases in flow may cause substantial increases in approach delay and, hence, decreases in arterial speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combination of these. Average travel speeds are about 40 percent of free flow speed.

Level of Service E: Significant approach delays and average travel speeds of one-third the free flow speed or lower. Such operations are caused by some combination or adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.

Level of Service F: Extremely low speeds below one-third to one-quarter of the free flow speed. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse progression is frequently a contributor to this condition.

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 1980.

Although the two methodologies for calculating the LOS differ, there is usually a good correlation between the LOS calculated using either method of analysis. It is only when high levels of congestion occur that differences between the two methodologies may be more apparent. As an example, using the *1985 Highway Capacity Manual* methodology, an intersection may be operating at a LOS F, with poor traffic progression, many signal cycle failures and vehicle delays above 60 seconds per vehicle; however, the v/c ratio could be below one, which would mean a LOS E using the *Critical Lane Analysis* methodology. Conversely, using the *1985 Highway Capacity Manual* methodology, an intersection may be operating at LOS D, with an efficient signal progression handling large traffic volumes; however, the v/c ratio could be above 0.9, which would mean a LOS E using the *Critical Lane Analysis* methodology.

Appendix C

Distribution List

APPENDIX C
DRAFT EIR DISTRIBUTION LIST

A. DRAFT EIR DISTRIBUTION LIST

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